



# Common Council

## Agenda Item

### Cover Sheet

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**MEETING DATE:** April 23, 2024

- ☒ Previously Discussed Ordinance
- ☐ Proposed Development Presentation
- ☐ New Ordinance for Discussion
- ☐ Miscellaneous
- ☐ Transfer

**ITEM or ORDINANCE:** #12-04-24

**PRESENTED BY:** Jim Hellman

- ☒ Information Attached
- ☐ Bring Paperwork from Previous Meeting
- ☐ Verbal
- ☐ No Paperwork at Time of Packets

**AMENDED ORDINANCE NO: 12-04-24**

**AN AMENDED ORDINANCE OF THE COMMON COUNCIL OF THE CITY OF  
NOBLESVILLE, INDIANA,  
ADOPTING ROAD IMPACT FEES  
REPLACING AMENDED ORDINANCE NO. 02-01-21**

**WHEREAS**, the Common Council (“Council”) of the City of Noblesville, Indiana (“City” or “Noblesville”) has determined that it is reasonable and necessary to promote and accommodate orderly growth and development and to promote the general public health, safety, and general welfare of the citizens of the City by providing for an equitable program to fund the capital costs of new road and street infrastructure necessary to serve newly developing areas of the City; and

**WHEREAS**, the Council has further determined that it is reasonable and necessary to promote the orderly development of the City by maintaining standards by which the City may require new developments to pay an impact fee representing the development’s proportionate share of the capital costs of new road and street infrastructure necessary to serve the new development; and

**WHEREAS**, because of the size of the City, considering both its population and geographic area, as well as the distribution of public and private institutions, services, and other facilities throughout the City, road or street improvements generally benefit all citizens and business throughout the City; and

**WHEREAS**, Ind. Code § 36-7-4-1300 et. seq. (“Act”) authorizes the Council to adopt an impact fee for road and transportation purposes; and

**WHEREAS**, the Council previously adopted Amended Ordinance 02-01-21, An Amended Ordinance Adopting Road Impact Fees; and

**WHEREAS**, the Council now desires to provide for a replacement impact fee ordinance as contemplated by Ind. Code § 36-7-4-1340; and

**WHEREAS**, the Council previously adopted Resolution RC-48-21 amending the City’s thoroughfare plan as part of the City’s Comprehensive Master Plan (“Transportation Plan”); and

**WHEREAS**, the goals and objections of the Transportation Plan are to provide the following: (i) improve connectivity between key destinations, such as parks, neighborhoods, retail areas, civic centers, employment centers and neighboring communities; (ii) achieve a safe, efficient and convenient transportation network in Noblesville; (iii) ensure the needs of all users, including drivers, pedestrians, cyclists, transit users and those with limited mobility are considered when improvements and additions are made to the transportation network; (iv) achieve a better relationship between land uses to reduce automobile dependency through coordination with planning and development activities; (v) support economic vitality through strategic transportation investments; (vi) promote fiscally sound transportation investments and maximize financial resources; (vii) maintain the quality of the transportation infrastructure to ensure safe operation and the long-term viability of these assets; (viii) promote the use of non-vehicular travel methods and new mobility technology; and (ix) continue to mitigate congestion throughout the City; and

**WHEREAS**, the City has appointed the an impact fee advisory committee pursuant to Ind. Code § 36-7-4-1312, to assist and advise the City with regard to the re-adoption of an impact fee; and

**WHEREAS**, the City has A&F Engineering, Co. (“A&F”) to prepare a substantially updated Road Impact Fee Zone Improvement Plan (“Zone Improvement Plan” or “Plan”), which is attached hereto as Exhibit A and made a part hereof; and

**WHEREAS**, the Council finds that the Plan includes the following elements:

- a. a description of the nature and location of existing infrastructure in the impact zone;
- b. a reasonable determination of the current level of service provided within the impact zone;
- c. establishment of a reasonable community level of service for the impact zone;
- d. reasonable estimates relating to the nature and location of development that is expected within the impact zone during the next ten (10) year period;
- e. a reasonable estimate of the nature, location, and costs necessary to provide the community level of service for the developments contemplated in subparagraph (d) hereof, including the timing and sequencing of infrastructure installation;
- f. a general description of the sources and amounts of money used to pay for infrastructure during the previous five (5) years;
- g. provision for completion of the infrastructure that is necessary to raise the current level of service to the community level of service within the next ten (10) year period;
- h. a reasonable estimate of the nature, location, and cost of infrastructure that is necessary to raise the current level of service to the community level of service;
- i. a reasonable estimate of the revenue sources and amount of revenue sources that the City intends to use to raise the current level of service to the community level of service for existing development; and

**WHEREAS**, prior to adoption of this Ordinance, the Council has and hereby reaffirms the adoption of the Plan as a part of the Noblesville Comprehensive Plan pursuant to Ind. Code § 36-7-4-500 et seq.; and

**WHEREAS**, the Noblesville Plan Commission, having conducted a public hearing upon, and given due deliberation to the Plan and this Ordinance, has forwarded a favorable recommendation of the Ordinance’s adoption to the Council; and

**WHEREAS**, it is not the purpose of this Ordinance to deter growth, remedy existing infrastructure deficiencies through new development, or pay for maintenance or other non-capital costs not permitted by the Act; and

**WHEREAS**, it is the City's objective, through the Plan, to calculate and maintain an impact fee that complies with the Act; and

**NOW, THEREFORE, BE IT ORDAINED AND ENACTED** by the Common Council of the City of Noblesville, Indiana, that:

1. **Incorporation of Recitals.** The above recitals are hereby incorporated herein by reference as though fully set forth and adopted.

2. **Impact Zone.** There is hereby reaffirmed one Infrastructure Impact Zone, the boundaries of which are co-terminus with the corporate boundaries of the City, as such boundaries may be extended from time to time through annexation, and over which boundaries the City exercises planning and zoning jurisdiction ("Impact Zone"). In this regard, the Council specifically finds that the geographical area in the Impact Zone ensures that (a) there is a functional relationship between the components of the Plan in the Impact Zone, (b) the Plan provides a reasonably uniform benefit to all citizens throughout the Impact Zone as of the adoption of this Ordinance, and (c) all areas within the Impact Zone are contiguous, as contemplated by Ind. Code § 36-7-4-1316.

3. **Application.** Except as provided herein, this Ordinance shall apply uniformly to all developments within the Impact Zone and for which the City may require a structural building permit. This Ordinance shall not apply to:

- a. improvements which do not create a need for new and additional infrastructure, including the erection of a sign, construction of accessory structures or fences, or the alteration or renovation of an improvement where the use, or intensity thereof, has not changed;
- b. development meeting the requirements set forth in Ind. Code § 36-7-4-1322(g); and
- c. the replacement of a destroyed or partially destroyed improvement provided that the replacement improvement does not create a need for new and additional infrastructure over and above the infrastructure needed by the original improvement prior to the destruction or partial destruction thereof.

4. **Zone Improvement Plan.** The Council hereby finds that the Plan prepared by A&F, and attached as **Exhibit A**, which as read in conjunction with the Thoroughfare Plan constitutes a Zone Improvement Plan as contemplated by and in satisfaction of I.C. § 36-7-4-1318. The Council does hereby adopt the Plan, and affirms its addition to the Noblesville Comprehensive Plan.

5. **Road Impact Fee.** The Council hereby finds that the impact fee recommended in the Plan meets the requirements of the Act, including Ind. Code §§ 36-7-4-1320 & 1321.



Accordingly, the Council hereby adds a new chapter 160, section 160.01 to the City Code and finds that such section is appropriate and as hereby adopted as follows:

**CHAPTER 160: CITY IMPACT FEES**

**SECTION 160.01 ROAD IMPACT FEES**

(A) Pursuant to Ordinance 12-04-24, as amended, which adopted the Road Impact Fee based upon the Plan and study by A&F, the City Council determined that the cost per 24-hour trip in the amount of \$583 which shall be divided with Five Hundred Eighteen Dollars (\$518) per trip into the City's General Road Impact Fee Fund and Sixty-Five Dollars (\$65) per trip paid into a Pleasant Street/Corridor Impact Fee Fund. The number of 24-hour trips are to be based upon calculation taken from "Trip Generation Manual" (most recent edition thereof), a study published by the Institute of Transportation Engineers.

(B) Road Impact Fee Schedule per trip

| Effective Date | Total    | Pleasant St RIF Fund | General RIF Fund |
|----------------|----------|----------------------|------------------|
| 11/1/2024      | \$583.00 | \$65.00              | \$518.00         |
| 11/1/2025      | \$600.00 | \$67.00              | \$533.00         |
| 11/1/2026      | \$618.00 | \$69.00              | \$549.00         |
| 11/1/2027      | \$637.00 | \$71.00              | \$566.00         |
| 11/1/2028      | \$656.00 | \$73.00              | \$583.00         |

(C) If any parcel of real estate considered in the creation of the zone improvement plan undergoes a change in use, redevelopment, or a modification that requires an improvement location permit and/or a structural building permit and creates a need for new infrastructure, an impact fee shall only be assessed for the increase in the burden or infrastructure.

(D) For other specifics on the Road Impact Fee see Ordinance 12-04-24 as amended, which terms are hereby

incorporated by reference as if fully set forth herein.

6. **Credits.** Any person or entity obligated to pay a fee pursuant to the terms of this Ordinance may, with the prior approval of the City, have the option of financing, constructing and dedicating road and street thoroughfare infrastructure instead of making all or part of any Impact Fee payment which may be due, so long as such financing, construction, and dedication are for capital improvements identified in the Zone Improvement Plan; are accomplished pursuant to the thoroughfare improvement plan of the City, are constructed in accordance with the road and street specifications in force for such road or street to be improved in force within the City's jurisdiction at the time of construction, and are in compliance with the Act. Such fee payer, or other person or entity providing the infrastructure or improvement, shall be given credit upon a verified certification from a registered engineer or architect or a contractor of the actual costs of constructing such road and street thoroughfare improvements which are identified in the Zone Improvement Plan. Such certification shall be presented prior to the issuance of the improvement location permit. In the event construction costs of the infrastructure built does not equal the amount of the Impact Fee due pursuant to the calculation provided for in the schedule set forth in Section 5 hereof, the remaining balance shall still be due.

A fee payer or other person or entity responsible for installing infrastructure or improvements may designate in writing a method of allocating its credits to future fee payers who may be successors in interest to the credits earned by the fee payer or others, as part of the certification provided for above. Any person or entity otherwise obligated to pay the fee established by this Ordinance whose property was totally or partially destroyed by fire, storm or other causality beyond their control, shall be exempt from said fee if they repair or replace the destroyed structure without creating a burden on infrastructure greater than the burden imposed by the destroyed structure. In the event of such additional burden, the fee shall be calculate based only on the increased burden created by the structure.

7. **Impact Fee Due Upon Issuance of an Improvement Location Permit.** The impact fee imposed pursuant to the terms of this Ordinance shall be due and payable upon the issuance of a structural building permit by the City. It is understood that the term "structural building permit" means a building permit or other similar permits the City issues that are consistent with how that that term is used in Ind. Code § 36-7-4-1323 and the Act, in that the issuance of a structural building permit authorizes the applicant to commence construction activities, structural or otherwise.

If the fee payer requests, an impact fee on a development will be assessed not later than thirty (30) days, or one hundred eighty (180) days for development identified under Ind. Code § 36-7-4-1322(b), after the earlier of:

- a. the date the fee payer obtains an Improvement Location Permit for the development; or
- b. the date that the fee payer voluntarily submits to the City a development plan for the development and evidence that the property is properly zoned for the proposed development. The plan shall be in the form prescribed by the Noblesville Zoning

Ordinance and shall contain reasonably sufficient detail for the City to calculate the impact fee.

For purposes of this section, “assessment” means the act of calculating the amount of the impact fee which shall be due.

For a phased development, the impact fee shall be prorated for purposes of payment according to the impact of the parcel for which an Improvement Location Permit is issued in relation to the total impact of the development.

In the event the total impact fee is greater than five thousand dollars (\$5,000), the fee payer may, at its option but no later than thirty (30) days after the assessment, request payments be made in equal payments according to an installment payment plan. The installment payment plan shall include the following:

- a. a maximum of five thousand dollars (\$5,000) or five percent (5%) of the impact fee, whichever is greater, is payable on the date the Improvement Location Permit is issued for the development on which the fee is imposed;
- b. the first installment is due and payable one (1) year after the date the Improvement Location Permit is issued for the development on which the fee is imposed;
- c. the last installment is due and payable two (2) years after the date the Improvement Location Permit is issued for the development on which the fee is imposed;
- d. the City may impose a reasonable rate of interest, not to exceed the prejudgment rate of interest in effect at the time the interest accrues. If interest is charged, interest accrues only on the portion of the impact fee that is outstanding and does not begin to accrue until the date the Improvement Location Permit is issued for the development or part of the development on which the impact fee is imposed; and
- e. if all or part of an installment is not paid when due and payable, the amount of the installment shall be increased on the first day after the installment is due and payable by a penalty equal to ten percent (10%) of the installment amount that is overdue. If interest is charged, the interest shall be charged on the penalty amount.

An impact fee of five thousand dollars (\$5,000) or less shall be paid in full on the date the Improvement Location Permit is issued for the development on which the impact fee is imposed.

8. **Road Impact Fee Fund And Pleasant Street/Corridor Impact Fee Fund.** There is hereby reaffirmed the Road Impact Fee Fund (“Fund”) and the Pleasant Street/Corridor Impact Fee Fund of the City. Each Fund shall be a non-reverting fund and shall receive impact fees collected pursuant to this Ordinance or the Act, to be utilized in connection with the purposes set forth herein. Said Funds shall consist initially of one account for the Road Impact Fee based upon the current existence of one Impact Zone; and one account for the Pleasant Street/Corridor Impact Fee. In the event that an additional Impact Zone is created thereafter, a separate account shall be maintained for each separate Impact Zone established within the City. Interest earned on the Funds or on any account with the Funds shall be deposited and maintained

within the Funds or the separate account. The Noblesville City Controller shall maintain records of the status of the Funds and shall make an annual report of said Funds to the Noblesville Plan Commission and Council.

Pursuant to Ind. Code § 36-7-4-1332(e), the City Controller is designated as the City official responsible for acting on refund requests.

9. **Lien Rights.** Pursuant to Ind. Code § 36-7-4-1325, the City acquires a lien against the real estate which is the subject of the impact fee on the date an Improvement Location Permit is issued for such property. Upon adoption, this Ordinance may be recorded as additional constructive notice of the lien rights of the City with respect to a parcel of real estate which is the subject of an impact fee. The City may, in its discretion, file a specific instrument setting forth its lien rights with respect to a parcel of real estate which is the subject of an impact fee. Recording this Ordinance or any instrument is not a prerequisite to exercising the City's lien rights pursuant to the Act.

10. **Form of Receipt.** The City Controller shall issue a receipt for any impact fee payment in the following form or its equivalent:

"Received of \_\_\_\_\_ (fee payer), this \_\_\_\_ day of \_\_\_\_\_ the sum of \$\_\_\_\_\_ in (full) (partial) satisfaction of Road Impact Fees due pursuant to Ordinance No. \_\_\_\_\_ relating to improvements to be constructed on real estate described on Exhibit A, attached hereto, made part hereof, and subject to lien rights in favor of the City of Noblesville in the event of partial payment with payments remaining due. The remaining balance due (if any) is in the following amount: \$\_\_\_\_\_. The impact fee is dedicated to the creation of the following infrastructure elements in accordance with the Zone Improvement Plan: \_\_\_\_\_"

\_\_\_\_\_  
Controller, City of Noblesville, IN

11. **Use of Impact Fees Collected Pursuant to this Ordinance.** An impact fee collected pursuant to the provisions of this Ordinance may be utilized by the City only for the following purposes, acting by and through its Council, which for the purposes of this Ordinance is identified as the infrastructure agency contemplated by Ind. Code § 36-7-4-1317:

- a. Providing funds to be utilized by the City for the provision of a new road and transportation infrastructure that is needed to serve the new development in the Impact Zone and that is identified in the Plan;
- b. An amount not to exceed Five Percent (5%) of the annual collections of the fee may be utilized for expenses incurred by the City for the consulting services used to establish this Ordinance;
- c. To pay a refund due pursuant to the terms of this Ordinance or the Act;
- d. To pay the debt service cost of an obligation issued to provide new road and transportation infrastructure described in sub-paragraph (a) above.

12. **Noblesville Impact Fee Review Board.** The Council hereby re-establishes an Impact Fee Review Board (“Board”) as set forth in §§ 34.110 to 34.114 of the City Code of Ordinances as if fully set forth herein.

13. **Appeals.** Any fee payer who believes itself to be aggrieved by the calculation of the impact fee may appeal from such calculation to the Noblesville Impact Fee Review Board as set forth in the Act, and the Noblesville Impact Review Board shall act upon and hear such appeal as provided in the Act. The fee payer shall bear the burden of going forward with the evidence and shall present evidence addressing either of the following:

- a. that a fact assumption used in determining the amount of the impact fee is incorrect; or
- b. that the amount of the impact fee is greater than the amount allowed under Ind. Code § 36-7-4-1320, 1321, and 1322.

An appeal under this section must be filed not later than thirty (30) days after the issuance of the Improvement Location Permit. The appeal shall be initiated with the filing of a Petition for Review with the Noblesville City Clerk’s Office together with a filing fee in the amount of one hundred dollars (\$100.00).

The Petition for Review shall be in a form calculated to inform the Noblesville Impact Fee Review Board of the nature of complaint, the parties to the action, and relief requested. In addition, the petition shall describe the new development on which the impact fee has been assessed, all facts related to the assessment of the impact fee, and the reasons the petitioner believes that the amount of the impact fee assessed is erroneous or is greater than the amount allowed by the fee limitation set forth in the Act.

The City shall not deny the issuance of an Improvement Location Permit on the basis that the impact fee has not been paid, or condition issuance of the permit on the payment of the impact fee. However, if the impact fee totals one thousand dollars (\$1,000.00) or less, the City may require the fee payer to pay the impact fee or initiate an appeal under this section before the Improvement Location Permit is issued.

14. **Conflicts with the Act.** It is the intent of the City to comply with the Act, and this Ordinance shall be construed in all respects to be consistent with the Act. The substantive and procedural requirements of Ind. Code § 36-7-4-1300 et seq. shall control in the event of conflicts, which are unintended by the Council. Any provisions of the Act required to be included in or a part of this Ordinance are hereby deemed incorporated herein and adopted as a part hereof.

15. **Effective Date and Expiration.** This Ordinance shall be in full force and effect six (6) months after its adoption by the Council in accordance with Ind. Code § 36-7-4-1340 or November 1, 2024, whichever date is later. Until said date, Amended Ordinance 02-01-21 shall remain in full force and effect. However, the Road Impact Fee assessed for any Building Permits described in a Development Agreement and approved by the City Council prior to August 1, 2024, and paid prior to November 1, 2025, shall be assessed and paid in the amount assessed on the date of passage of this Ordinance. This Ordinance shall expire five (5) years after its effective date as required by Ind. Code § 36-7-4-1340, unless action is undertaken to extend this Ordinance consistent with Indiana law.

16. **Construction of Clause Headings.** The clause headings appearing herein have been provided for convenience and reference and do not purport and shall not be deemed to define, limit, or extend the scope or intent of the clause to which they appertain.

17. **Repeal of Conflicting Ordinance Provisions.** On the effective date of this Ordinance, the provisions of all other City ordinances in conflict with the provisions hereof, if any, are of no further force or effect and are hereby repealed to the extent of such conflict.

18. **Severability.** If any part of this Ordinance shall be held as invalid, such part shall be deemed severable and the invalidity thereof shall not affect the remainder of this Ordinance.

Approved on this \_\_\_\_\_ day of \_\_\_\_\_, 2024 by the Common Council of the City of Noblesville, Indiana:

| AYE |                  | NAY | ABSTAIN |
|-----|------------------|-----|---------|
|     | Mark Boice       |     |         |
|     | Michael J. Davis |     |         |
|     | Evan Elliott     |     |         |
|     | David M. Johnson |     |         |
|     | Darren Peterson  |     |         |
|     | Pete Schwartz    |     |         |
|     | Aaron Smith      |     |         |
|     | Todd Thurston    |     |         |
|     | Megan G. Wiles   |     |         |

ATTEST: \_\_\_\_\_  
Evelyn L. Lees, City Clerk

Presented by me to the Mayor of the City of Noblesville, Indiana, this \_\_\_\_\_ day of \_\_\_\_\_, 2024 at \_\_\_\_\_ .M.

\_\_\_\_\_  
Evelyn L. Lees, City Clerk

MAYOR'S APPROVAL

\_\_\_\_\_  
Chris Jensen, Mayor

\_\_\_\_\_  
Date

MAYOR'S VETO

\_\_\_\_\_  
Chris Jensen, Mayor

\_\_\_\_\_  
Date

ATTEST: \_\_\_\_\_  
Evelyn L. Lees, City Clerk

# EXHIBIT A





# ***NOBLESVILLE ROAD IMPACT FEE ZONE IMPROVEMENT PLAN***

***CITY OF NOBLESVILLE***



***MARCH 2024***

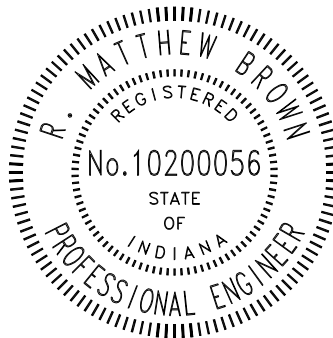
## *CERTIFICATION*

I certify that this **ROAD IMPACT FEE ANALYSIS** has been prepared by me and under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

A&F ENGINEERING Co., LLC



March 12, 2024  
R. Matt Brown, P.E.  
Indiana Registration 10200056



Trevor Reich, E.I.  
Traffic Engineer



Danah AlAwadhi, E.I.  
Traffic Engineer

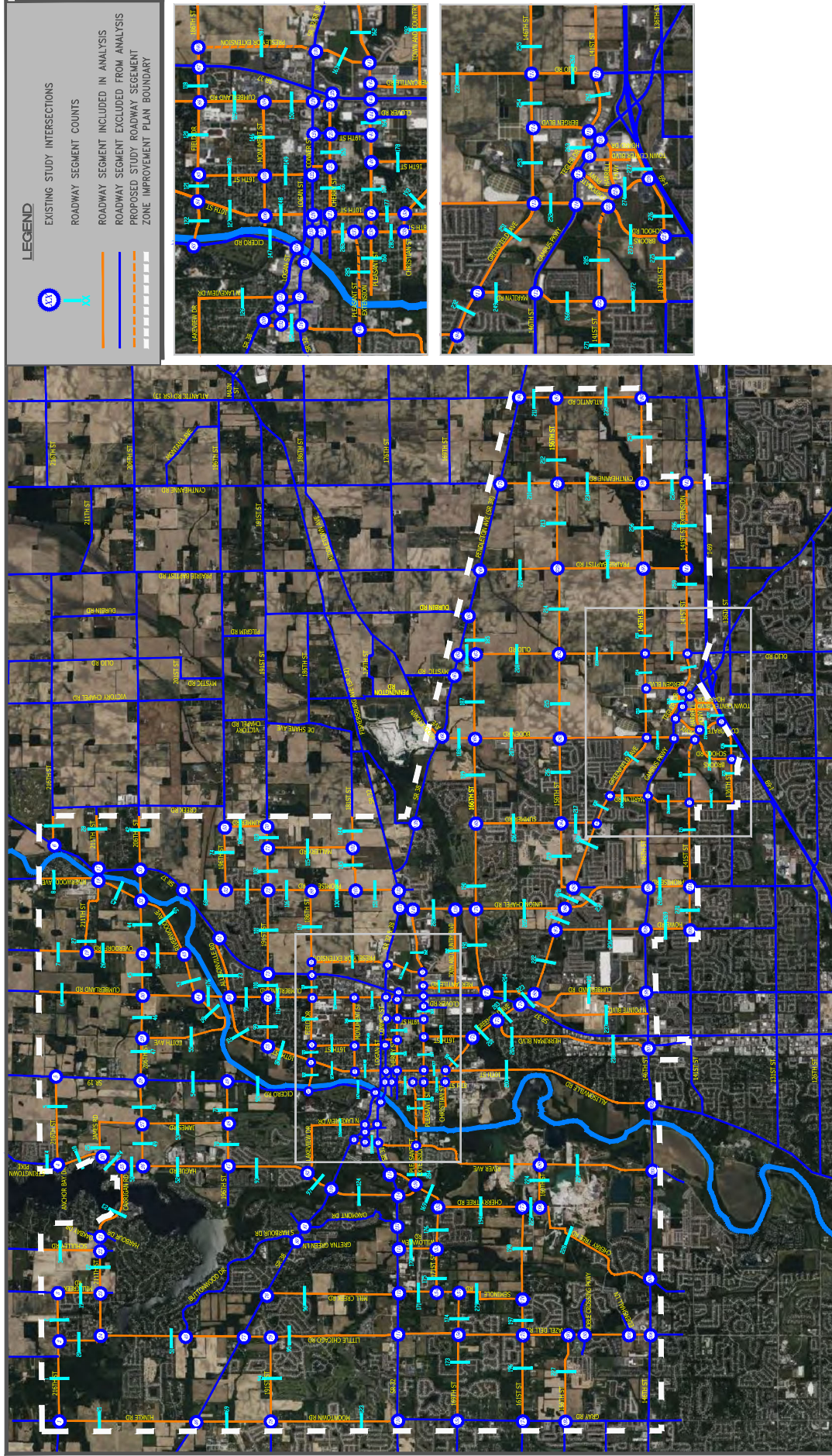


Sri Gayatri Kesara  
Traffic Engineer Technician

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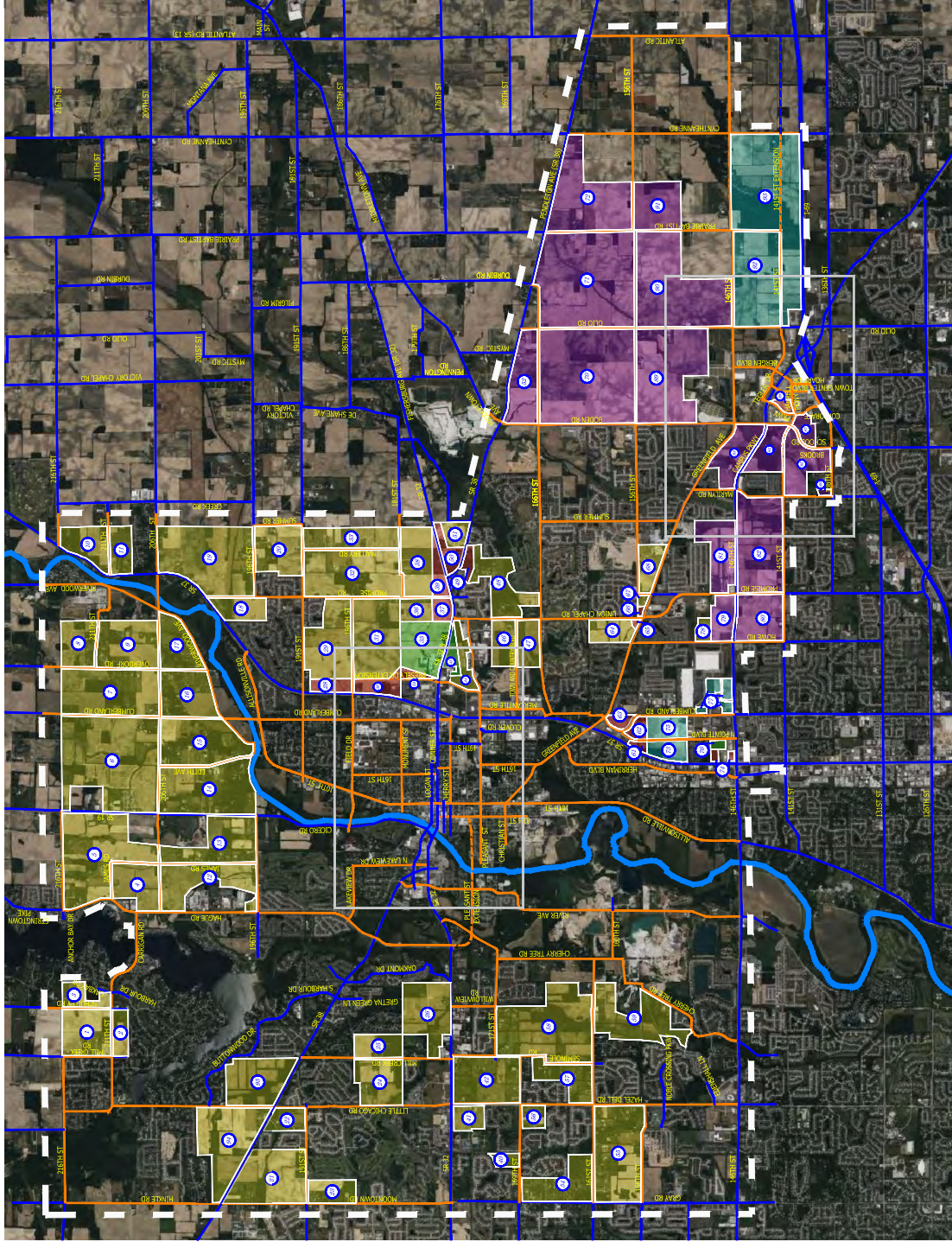


Prepared By:



**FIGURE 1**

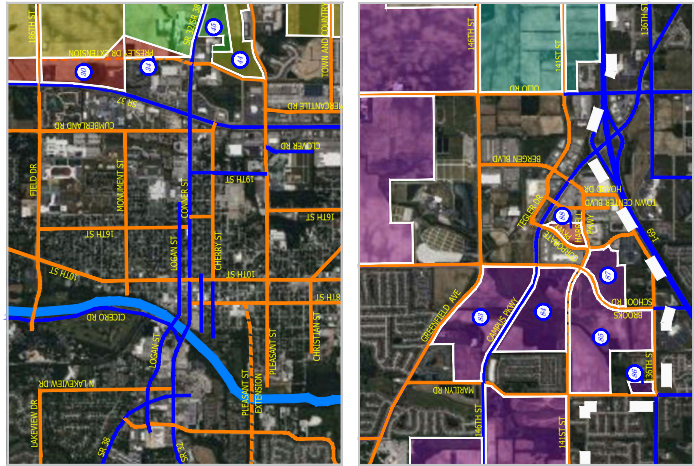




**PARCEL LEGEND**

- RESIDENTIAL
- COMMERCIAL
- INNOVATION FLEX
- LIGHT INDUSTRIAL
- OFFICE
- MIXED USE

ZONE IMPROVEMENT PLAN  
BOUNDARY



**CITY OF NOBLESVILLE**  
**ZONE IMPROVEMENT PLAN**  
**VACANT LAND PARCELS**

## ***INTRODUCTION***

The City of Noblesville has undertaken a project to determine the amount of the Road Impact Fee that can be assessed against future developments that could be constructed within the City's limits over the next ten years. This analysis will project and evaluate the future impact of these developments on the roadway system. This report will serve as a Zone Improvement Plan for the study area.

In order to develop a meaningful road impact fee study, the Rational Nexus Theory was implemented. The Rational Nexus Theory states that new developments cannot be held responsible for the existing inadequacy of the existing street system. Therefore, this Zone Improvement Plan was developed in two separate parts. The first part determined the existing functionality of the intersections and roadways in the study area. Costs were then assigned to all intersection and roadway improvements that were needed to allow these intersections and roadways to function at the baseline levels of service with the existing traffic volumes. The second part of the analysis determined the traffic volumes that would be generated by the vacant parcels of land within the study area that could be developed over the next 10-year period. The generated traffic volumes were then assigned to the street system within the study area. The projected future traffic volumes were used to analyze the roadway system to determine the intersection and roadway improvements that would be necessary to accommodate the added traffic volumes and achieve the baseline levels of service. Cost estimates were then conducted for the recommended improvements. The road impact fee was then calculated by dividing the estimated cost to mitigate 10-year traffic volumes by the number of 24-hour weekday trips generated by the 10-year proposed developments identified by the City of Noblesville planning staff. This amount is the cost the development community will be required to fund to meet the future intersection and roadway needs of the City.

In determining the results of this analysis, A&F Engineering has followed acceptable traffic and transportation engineering methodologies and has completed this Zone Improvement Plan by following the Rational Nexus Theory to its complete understanding.

## ***PURPOSE***

The purpose of this project is as follows:

Existing Conditions – Review the major street network as it presently exists within the study area. If necessary, intersection and roadway improvements will be recommended based on the existing traffic volumes. Estimated construction costs will be determined for the corresponding intersection and roadway improvements.



Projected 10-Year Conditions – Estimate the trips that could be generated by the 10-year completely and partially vacant parcels of land as identified by the City of Noblesville planning staff within the study area. These trips will then be added to the existing traffic volumes to estimate the 10-year traffic volumes that will utilize the City’s roadway system. Intersection and roadway improvements will then be recommended based on these future traffic volumes. Estimated construction costs will be determined for the corresponding intersection and roadway improvements.

Road Impact Fee – Calculate the road impact fee based on the estimated construction costs to mitigate existing conditions, projected 10-year conditions, and the projected 24-hour weekday trips that will be generated by the 10-year vacant land parcels.

### ***STUDY AREA***

The study area for this Zone Improvement Plan has been determined based on guidelines set by the City of Noblesville. **Figure 1**, located at the front of this report, shows the Zone Improvement Plan boundary and the intersections and roadway segments that are included in the study area.

In order to create the 10-year traffic volumes, trips must be generated from vacant parcels within the study area. The City of Noblesville planning staff identified completely and partially vacant land parcels that would be developed within the next ten years and how they would develop. **Figure 2** shows the location and land uses of the vacant land parcels in reference to the study area roadway network.

### ***HISTORICAL ROADWAY FUNDING SOURCES***

Historically, the City of Noblesville has used various sources to fund road expenditures. These include the General Fund, Motor Vehicle Highway Distributions, Downtown Funds, Previously Collected Road Impact Fees, Bonds, LOIT Funds, Utility Funds, and Tax Incremental Financing Funds. **Table 1** is a summary of the funds received from each source over the past five years.

TABLE 1 – HISTORICAL ROADWAY FUNDING SOURCES

| Source           | 2019                                                            | 2020                  | 2021                   | 2022                   | 2023                   | Total                  |
|------------------|-----------------------------------------------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|
| General Fund     | Outlined in previous Road Impact Fee Update Dated December 2021 | \$780,423.55          | \$4,550.32             | \$3,500.60             | \$405,472.04           | <b>\$1,193,946.51</b>  |
| MVH Distribution |                                                                 | \$888,673.95          | \$606,300.97           | \$500,963.38           | \$209,283.04           | <b>\$2,205,221.34</b>  |
| Downtown         |                                                                 | \$0.00                | \$84,521.25            | \$830,076.80           | \$29,958.20            | <b>\$944,556.25</b>    |
| Impact Fees      |                                                                 | \$210,380.32          | \$2,588,069.51         | \$4,186,353.12         | \$1,164,506.02         | <b>\$8,149,308.97</b>  |
| Bonds            |                                                                 | \$475,101.76          | \$12,118,955.28        | \$14,295,165.88        | \$20,060,306.18        | <b>\$46,949,529.10</b> |
| LOIT             |                                                                 | \$0.00                | \$11,350.00            | \$0.00                 | \$0.00                 | <b>\$11,350.00</b>     |
| Utility (Storm)  |                                                                 | \$0.00                | \$205,887.33           | \$22,174.94            | \$766,486.00           | <b>\$994,548.27</b>    |
| TIF              |                                                                 | \$982,582.02          | \$1,130,048.35         | \$402,855.82           | \$463,848.52           | <b>\$2,979,334.71</b>  |
| <b>Total</b>     | ---                                                             | <b>\$3,337,161.60</b> | <b>\$16,749,683.01</b> | <b>\$20,241,090.54</b> | <b>\$23,099,860.00</b> | <b>\$63,427,795.15</b> |

## ***SCOPE OF WORK***

The scope of work for this analysis is as follows:

### Existing Conditions

1. Determine the existing traffic volumes at all intersections and along all roadway segments.
  - a. Acquire weekday AM and PM peak hour Streetlight traffic count data at the existing study area intersections.
  - b. Acquire weekday Streetlight 24-hour traffic count data (Annual Daily Traffic Volumes [ADT]) along the existing study area roadway segments.
2. Inventory all existing study area intersections to determine traffic control and intersection geometrics.
3. Inventory all existing roadway segments to determine number of lanes, lane widths, and speed limits.
4. Prepare a capacity analysis for each intersection and each roadway segment using existing geometrics, existing traffic controls and existing traffic volumes. The capacity analysis will provide levels of service for each of the intersections and roadway segments which can be compared to the acceptable baseline level of service standards.
5. Make recommendations to improve the intersections and roadway segments that are below acceptable baseline levels of service to meet or exceed the baseline levels of service.
6. Estimate construction costs based on the corresponding intersection and roadway improvements needed to provide the baseline level of service for the existing traffic volumes.



### Projected 10-Year Conditions

1. Based on input from the City of Noblesville planning staff, identify all vacant and partially vacant parcels of land within the study area and confirm the potential future land uses and densities for those parcels.
2. Estimate the number of AM peak hour and PM peak hour trips that will be generated by the potential use of each of these parcels.
3. Assign and distribute the generated trips for the AM and PM peak hour periods throughout the street system.
4. Determine the total AM and PM peak hour generated trips from the vacant parcels at each intersection and along each roadway segment within the study area roadway network.
5. Add the generated trips to the existing traffic volumes to develop 10-year traffic volume estimates.
6. Prepare a capacity analysis for each intersection and each roadway segment using the projected 10-year traffic volumes. The capacity analysis will provide levels of service for the roadway segments and intersections which can be compared to the acceptable baseline level of service standards.
7. Make recommendations to improve the intersections and roadway segments that are below the acceptable baseline levels of service to meet or exceed the baseline levels of service.
8. Estimate construction costs based on the corresponding roadway and intersection improvements needed to accommodate the projected 10-year traffic volumes.

### Road Impact Fee Calculation

1. Estimate the 24-hour weekday trips that will be generated by the potential use of each vacant parcel.
2. Determine the construction costs associated with bringing the intersections and roadway segments to acceptable baseline levels of service for existing and 10-year traffic volume scenarios. The total road impact fee cost is then calculated from the difference in the 10-year construction costs and existing constructions costs and then adding the cost to perform the road impact fee study. This yields the total road impact fee cost.
3. Finally, divide the total road impact fee cost by the total 24-hour weekday trips generated by the identified vacant land parcels to yield the road impact fee per 24-hour weekday trip.

## ***EXISTING TRAFFIC DATA***

Existing turning movement traffic volume counts were obtained at the analysis intersections using Streetlight connected vehicle data within the Zone Improvement Area. The counts include an hourly total of all "through" traffic and all "turning" traffic at the intersection. The counts were made during the hours of 6:00 AM to 9:00 AM and 3:00 PM to 7:00 PM using data from April 2022 to October 2022. The "Intersection Volumes" tables shown in **Exhibit A** summarize the existing traffic volumes for the peak hours. The raw Streetlight data output sheets for the intersection traffic counts are included in **Appendix A**.

Directional traffic volume counts were obtained along the analysis roadway segments using Streetlight connected vehicle data within the Zone Improvement Area. These counts consider the average daily and AM and PM peak hour traffic volumes on Tuesdays, Wednesdays, and Thursdays from April 2022 to October 2022 to yield the roadway segment "Average Daily Traffic" (ADT). The "Segment Volumes" tables in **Exhibit B** summarize the existing traffic volumes for the peak hours and the ADT obtained from the roadway segment traffic counts. The raw data sheets for the roadway segment traffic counts are included in **Appendix B**.

Streetlight traffic volume data was previously validated as accurate by A&F Engineering and the Indianapolis Metropolitan Planning Organization.

## ***EXISTING INTERSECTION INVENTORY***

The following characteristics were identified for each study intersection within the study area:

- Traffic Controls
- Intersection Geometrics

## ***EXISTING ROADWAY SEGMENT INVENTORY***

Each study roadway within the study area was identified by dividing the roadway into analyzed segments. In general, each roadway segment was chosen based on a major change in traffic conditions or roadway characteristics. The characteristics that were included in the roadway segment analyses are:

- Number of Lanes
- Roadway Segment Length
- Speed Limits
- Percent No-Passing Zones
- Presence of Median or Passing Lanes

## ***VACANT LAND PARCELS – PROPOSED USES***

The vacant parcels of land included in this analysis and identified by the City of Noblesville planning staff are illustrated in **Figure 2**. The individual land uses and densities that could be built out in the next 10 years on these parcels were determined based on information provided by the City of Noblesville planning staff.

## ***GENERATED TRIPS***

An estimate of generated traffic from each of the 10-year vacant parcel developments is a function of the size and character of each land use. The *ITE Trip Generation Manual (11<sup>th</sup> Edition)*<sup>1</sup> was used to calculate the total number of trips expected to be generated by each land use during the AM peak hour, PM peak hour, and 24-hour weekday period. The *ITE Trip Generation Manual* is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses.

Based on the information provided by the City of Noblesville’s planning staff as well as data taken from *ITE Trip Generation Manual (11<sup>th</sup> Edition)*, the classifications and descriptions for each of the vacant parcel developments applicable to this study are as follows:

### **Single-Family**

**Detached:** Single family detached land uses are defined as being composed of single-family detached homes on individual lots. A typical example of this land use is a suburban subdivision.

### **Single-Family**

**Attached:** Single family attached land uses are defined as single-family attached homes that share a wall with an adjoining home. A typical example of this land use is duplex or town/rowhouses.

**Multifamily:** Multifamily housing generally includes apartments and condominiums located within the same building with at least three other dwelling units and that have two or three levels (floors).

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<sup>1</sup> *Trip Generation Manual*, Institute of Transportation Engineers, Eleventh Edition, 2021.

**Business Park:** A business park typically consists of flex-type or incubator one- or two-story buildings served by a common roadway system with flexible tenant spaces, which lends itself to a variety of uses. The rear side of the building is often served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space including offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial, or scientific research functions.

### **General Light**

**Industrial:** A general light industrial facility is typically devoted to a single use with an emphasis on activities other than manufacturing such as printing, material testing, and assembly of data processing equipment and typically has minimal office space.

**General Office:** General office land uses typically have multiple tenants and are locations where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted.

**General Retail:** The general retail land use includes neighborhood centers, regional shopping centers, and area service nodes that are planned, developed, owned, and managed as a shopping center.

### ***INTERNAL TRIPS***

Mixed-use developments typically generate internal trips between the individual land uses within the development. These internal trips do not access the public street system; therefore, they are not included in the capacity calculations. For the mixed-use developments considered in this report, the internal trip reduction rates outlined in the *ITE Trip Generation Handbook* were applied.

### ***PASS-BY TRIPS***

The retail land uses considered in this analysis will attract pass-by trips. Pass-by trips are trips already in the existing flow of traffic that enter the development, utilize the development, and then return to the roadway system. *ITE Trip Generation Handbook*<sup>2</sup> provides procedures, methodology, and data that can be used to estimate the number of pass-by trips generated by the retail land uses.

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<sup>2</sup> *Trip Generation Handbook*, Institute of Transportation Engineers, Eleventh Edition, 2021.

## ***ASSIGNMENT & DISTRIBUTION OF GENERATED TRIPS***

To determine the volume of traffic that will be added to the study area roadway network, the generated traffic must be assigned and distributed by direction to the public roadway at its intersection with the development access points, and then to each of the intersections throughout the study area. For each of the vacant parcels within the study area, the assignment and distribution of the generated trips were based on the existing traffic patterns, the location of population and employment centers in relation to the individual parcels, and the proposed street system within the study area. The assignment and distribution of the generated traffic for each parcel was expedited by using *PTV VISUM 22*<sup>3</sup>, a state-of-the-art transportation planning software package that utilizes origin-destination pairs and allows for changes in the roadway system and driver behavior to be considered when future traffic flows are determined.

## ***PROJECTED 10-YEAR TRAFFIC VOLUMES***

Information provided by the City of Noblesville planning staff was used to develop land use and density determinations for each parcel of vacant land. The generated traffic volumes from each parcel were totaled for both the AM peak hour and the PM peak hour at each of the study intersections and roadway segments. These generated volumes were then added to the existing traffic volumes at each intersection and roadway segment to obtain the 10-year traffic volumes. The projected 10-year traffic volumes are summarized for the AM peak hour and PM peak hour for each intersection on the “Intersection Volumes” tables in **Exhibit A** and for each roadway segment on the “Segment Volumes” tables in **Exhibit B**.

## ***PLEASANT STREET EXTENSION PROJECT***

Included within the traffic model is the proposed Pleasant Street Extension. This project will provide an additional east-west corridor crossing the White River in order to relieve traffic congestion in downtown Noblesville along SR 32. The project includes improvements to the existing Pleasant Street Corridor from SR 37 to the intersection of Hague Road and SR 32. The Pleasant Street Extension project is anticipated to be funded by several entities and multiple funding sources. **Table 2** shows the combined material, construction, and engineering costs associated with different phases of the Pleasant Street Extension project.

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<sup>3</sup> *PTV VISUM 2022.01-12*, PTV Group, 2022.

TABLE 2 – PLEASANT STREET EXTENSION COST SUMMARY

| Construction Breakdown                      | Costs         |
|---------------------------------------------|---------------|
| Hague Road/SR 32 to 19 <sup>th</sup> Street | \$44,101,730  |
| 19 <sup>th</sup> Street to SR 37            | \$35,313,200* |

\*These costs have been excluded under the assumption that the majority or all of the costs could be funded by entities outside of the City of Noblesville.

Because the Pleasant Street Extension Project will mitigate existing deficiencies within the roadway network and will provide future capacity for 10-year traffic projections; these costs are shared 50/50 between existing and 10-year costs.

### ***TRAFFIC SIGNAL WARRANT ANALYSIS***

Peak Hour Traffic Signal Warrant analyses were conducted at two-way stop and all-way stop controlled intersections where the minor streets or the total intersection have been shown to operate below acceptable baseline levels of service to determine if the installation of a traffic signal or the construction of a roundabout should be considered under existing and/or 10-year conditions.

### ***CAPACITY ANALYSIS***

The "efficiency" of an intersection or roadway segment is based on its ability to accommodate the traffic volumes that approach the intersection or that travel along the roadway segment. It is defined by the Level-of-Service (LOS) of the intersection or roadway segment. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, number and use of lanes, and, in the case of signalized intersections, traffic signal timing. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro 11*<sup>4</sup>. This program allows multiple intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 6<sup>th</sup> Edition)*<sup>5</sup>. To determine the LOS at each of the roadway segments, a capacity analysis has been performed using the computer program *HIGHPLAN*, which uses the capacity calculation methods outlined within the *Highway Capacity Manual (HCM)* for two-lane and multi-lane roadway segments.

<sup>4</sup> *Synchro/SimTraffic 11*, Cubic Transportation Systems, 2021.

<sup>5</sup> *Highway Capacity Manual Sixth Edition (HCM)* Transportation Research Board, The National Academies of Sciences, Washington, DC, 2017.



## ***DESCRIPTION OF LEVEL OF SERVICE – INTERSECTIONS***

The Level of Service (LOS) for an intersection is based on the average control delay (in seconds) that a vehicle would typically experience at the intersection. The following data obtained from the *Highway Capacity Manual (HCM)* describes the delay thresholds related to the levels of service for signalized intersections:

- Level of Service A** - describes operations with a very low delay, less than or equal to 10.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
- Level of Service B** - describes operations with delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression. More vehicles stop than LOS A, causing higher levels of average delay.
- Level of Service C** - describes operation with delay in the range of 20.1 seconds to 35.0 seconds per vehicle. These higher delays may result from failed progression. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- Level of Service D** - describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At level of service D, the influence of congestion becomes more noticeable. Longer delays may result from some combinations of unfavorable progression. Many vehicles stop, and the proportion of vehicles not stopping declines. This is the limit of acceptable delay.
- Level of Service E** - describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These high delay values generally indicate poor progression and long cycle lengths.
- Level of Service F** - describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following *Highway Capacity Manual (HCM)* tables, show the delays related to the levels of service for unsignalized, signalized, and roundabout intersections:

| <u>Control Delay (seconds/vehicle)</u> |                          |                             |
|----------------------------------------|--------------------------|-----------------------------|
| <u>Level of Service</u>                | <u>UNSIGNALIZED</u>      | <u>SIGNALIZED/ROUNDBOUT</u> |
| A                                      | Less than or equal to 10 | Less than or equal to 10    |
| B                                      | Between 10.1 and 15      | Between 10.1 and 20         |
| C                                      | Between 15.1 and 25      | Between 20.1 and 35         |
| D                                      | Between 25.1 and 35      | Between 35.1 and 55         |
| E                                      | Between 35.1 and 50      | Between 55.1 and 80         |
| F                                      | greater than 50          | greater than 80             |

### ***DESCRIPTION OF LEVEL OF SERVICE – ROADWAY SEGMENTS***

The computer software *HIGHPLAN* was used to determine the Level of Service (LOS) for the two-lane roadway segments (one travel lane in each direction) and multilane roadway segments (more than one travel lane in each direction) in this study. In the *HIGHPLAN* software, the LOS for the two-lane roadway segments for urban/developed areas is based on the percentage free flow speed (the percentage of vehicular speed traveled in relation to the posted speed limit) that can be obtained over the roadway segment. For multilane roadway segments, the LOS is based on the density (passenger cars per mile per lane) of the roadway segment.

*HIGHPLAN* utilizes the following roadway variables in the determination of the LOS for two-lane and multilane roadway segments:

- Number of Lanes
- Roadway Segment Length
- Speed Limit
- Percent No-Passing Zone
- Presence of Median or Passing Lanes
- Average Daily Traffic (ADT)
- Directional Split of Peak Hour Traffic Volumes
- Peak Hour Factor (PHF)
- % Heavy Vehicles

The following tables show the criteria used by *HIGHPLAN* in determining the level of service for two-lane roadway segments and multilane roadway segments.

#### Level of Service Thresholds for Two-Lane Roadway Segments

| <u>Level of Service</u> | <u>Percentage of Free Flow Speed (%)</u> | <u>Minimum Speed (mph)</u> |
|-------------------------|------------------------------------------|----------------------------|
| A                       | $\geq 92$                                | 45                         |
| B                       | 83-91.9                                  | 35                         |
| C                       | 75-82.9                                  | 35                         |
| D                       | 67-74.9                                  | 35                         |
| E                       | $\leq 67$                                | 35                         |
| F                       | $v/c \geq 1.0$                           | 35                         |

#### Level of Service Thresholds for Multilane Roadway Segments

| <u>Level of Service</u> | <u>Density (pc/mi/ln)</u> | <u>Speed (mph)</u> |
|-------------------------|---------------------------|--------------------|
| A                       | $\leq 11$                 | ALL                |
| B                       | 11.1-18                   | ALL                |
| C                       | 18.1-26                   | ALL                |
| D                       | 26.1-35                   | ALL                |
| E                       | 35.1-45                   | 45-60              |
| F                       | $> 45$                    | 45-60              |

### ***BASELINE LEVEL OF SERVICE STANDARDS***

The City of Noblesville has established a minimum acceptable baseline level of service (LOS) standard that was used when performing the capacity analyses for the study intersections and roadway segments. Level of service ‘D’ has been selected as the minimum acceptable baseline LOS for intersections and level of service ‘E’ as the minimum acceptable baseline LOS for roadway segments in this Zone Improvement Plan. This standard is used for both existing conditions and projected 10-year conditions.

In some cases, it was not feasible to achieve the baseline level of service for an intersection. For those intersections that operate below acceptable baseline levels of service (LOS E and F), maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable designs are not sufficient to achieve acceptable baseline levels of service in some instances, no further mitigations were considered for those intersections. This methodology applies to existing and 10-year analyses.

In addition to the LOS standards for roadway segments, a maximum width standard is considered. In this standard, a 20-foot-wide roadway with a 2-foot shoulder was considered to be the minimum acceptable cross-section of a roadway segment. However, the costs associated with widening any width deficient roadway segments were not considered as it was assumed that the roadway segments will be widened as development occurs along the frontage of these roadways.

## ***RECOMMENDED IMPROVEMENT CRITERIA***

Improvements were recommended for both the existing traffic volumes and the projected 10-year traffic volumes so that each study intersection/roadway segment will meet the minimum acceptable baseline level of service (LOS D/E). The recommended improvements only include those regarding the capacity of each study intersection/roadway segment. Road Impact Fees are calculated based on the improvements needed to enhance the capacity of each intersection/roadway segment, and the recommendations found in this report are based on improving said capacity. Typical improvements include: the addition of travel lanes, turn lanes, and changes in intersection control.

## ***SUMMARY TABLES FOR INTERSECTIONS***

A tabular summary of the analysis considering each study intersection is shown in the following pages. The existing level of service (LOS) results are shown in **Table 1** under the heading “Existing LOS”. The existing LOS results are based on the existing traffic control, existing intersection geometrics and the existing AM peak hour and PM peak hour traffic volumes. The existing intersection traffic volumes for the peak hours can be found in the intersection volume tables in **Exhibit A**.

Level of service “D” has been selected for this study by the City of Noblesville as the minimum acceptable baseline LOS for intersections. If necessary, mitigated conditions for the existing traffic volumes have been recommended for intersections that currently operate below the minimum acceptable baseline LOS. The resulting levels of service and recommended mitigations are shown in **Table 3** under the headings “Existing Mitigated LOS” and “Existing Mitigations/Notes”, respectively.

If necessary, mitigated conditions have been recommended so that the intersections will operate at acceptable baseline levels of service (LOS D) during the peak hours with the projected 10-year traffic volumes. This includes intersection improvements that are planned/proposed by the City Noblesville that will be constructed over the next 10 years. The LOS results for the projected 10-year traffic volumes along with the corresponding mitigations are shown in **Table 4** under the headings “10-Year Mitigated LOS” and “10-Year Mitigations/Notes”, respectively.

TABLE 3 – EXISTING INTERSECTION LEVEL OF SERVICE RESULTS

| Int. ID | Intersection                        | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes                                                   |
|---------|-------------------------------------|--------------|----|------------------------|-----|------------------------------------------------------------------------------|
|         |                                     | AM           | PM | AM                     | PM  |                                                                              |
| 1       | 216th St & Hinkle Rd                | A            | A  | ---                    | --- | ---                                                                          |
| 2       | 216th St & Little Chicago Rd        | A            | B  | ---                    | --- | ---                                                                          |
| 3       | 216th St & Mill Creek Rd            | A            | B  | ---                    | --- | ---                                                                          |
| 4       | 216th St & Hague Rd/Springtown Pike | B            | B  | ---                    | --- | ---                                                                          |
| 5       | 216th St & SR 19                    | C            | D  | ---                    | --- | ---                                                                          |
| 6       | 216th St & SR 37                    | C            | D  | ---                    | --- | ---                                                                          |
| 17      | 211th St & SR 37                    | A            | A  | ---                    | --- | ---                                                                          |
| 18      | 211th St & Riverwood Ave            | A            | A  | ---                    | --- | ---                                                                          |
| 19      | 211th St & Overdorf Rd              | A            | A  | ---                    | --- | ---                                                                          |
| 20      | James Rd & Hague Rd                 | A            | A  | ---                    | --- | ---                                                                          |
| 21      | Carrigan Rd & Harbor Dr/Oakbay Dr   | C            | E  | B                      | E   | Reconfigure WB Approach to LT Lane and T&R Shared Lane; NB Left, and SB Left |
| 22      | 211th St & Schulley Rd              | B            | D  | ---                    | --- | ---                                                                          |
| 23      | 211th St & Mill Creek Rd            | B            | C  | ---                    | --- | ---                                                                          |
| 24      | 211th St & Little Chicago Rd        | B            | C  | ---                    | --- | ---                                                                          |
| 25      | Carrigan Rd & Hague Rd              | A            | A  | ---                    | --- | ---                                                                          |
| 26      | 206th St & Hague Rd                 | C            | F  | A                      | B   | Add Traffic Signal; Add SB LT Lane; Add WB RT Lane                           |
| 27      | 206th St & James Rd                 | B            | C  | ---                    | --- | ---                                                                          |
| 28      | 206th St & SR 19                    | A            | B  | ---                    | --- | ---                                                                          |
| 29      | 206th St & Edith Rd                 | B            | C  | ---                    | --- | ---                                                                          |
| 30      | 206th St & Cumberland Rd            | B            | B  | ---                    | --- | ---                                                                          |
| 31      | 206th St & Overdorf Rd              | B            | B  | ---                    | --- | ---                                                                          |
| 32      | 206th St & Riverwood Ave            | B            | C  | ---                    | --- | ---                                                                          |
| 33      | 206th St & SR 37                    | B            | B  | ---                    | --- | ---                                                                          |
| 42      | SR 37 & Promise Rd                  | B            | D  | ---                    | --- | ---                                                                          |
| 43      | Riverwood Ave & Overdorf Rd         | A            | A  | ---                    | --- | ---                                                                          |
| 44      | Cumberland Rd & Riverwood Ave       | B            | C  | ---                    | --- | ---                                                                          |
| 45      | Little Chicago Rd & Buttonwood Dr   | C            | D  | ---                    | --- | ---                                                                          |
| 46      | SR 38 & Hinkle Rd                   | E            | F  | ---                    | --- | Future INDOT Planned Traffic Signal; Therefore, No Recommended Improvements  |
| 47      | 196th St & Hague Rd                 | A            | B  | ---                    | --- | ---                                                                          |
| 48      | 196th St & James Rd                 | B            | B  | ---                    | --- | ---                                                                          |
| 49      | 196th St & SR 19                    | E            | F  | B                      | B   | Construct 1-1 RAB                                                            |

| Int. ID | Intersection                            | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes                                                                          |
|---------|-----------------------------------------|--------------|----|------------------------|-----|-----------------------------------------------------------------------------------------------------|
|         |                                         | AM           | PM | AM                     | PM  |                                                                                                     |
| 50      | Allisonville Rd & Cumberland Rd         | A            | A  | ---                    | --- | ---                                                                                                 |
| 51      | <i>Allisonville Rd &amp; SR 37</i>      | B            | D  | ---                    | --- | ---                                                                                                 |
| 52      | 196th St & Promise Rd                   | B            | B  | ---                    | --- | ---                                                                                                 |
| 53      | 196th St & Summer Rd                    | A            | A  | ---                    | --- | ---                                                                                                 |
| 70      | 191st St & Summer Rd                    | B            | A  | ---                    | --- | ---                                                                                                 |
| 71      | 191st St & Mallery Rd (115th St)        | A            | A  | ---                    | --- | ---                                                                                                 |
| 72      | 191st St & Promise Rd                   | B            | B  | ---                    | --- | ---                                                                                                 |
| 73      | <i>191st St &amp; SR 37</i>             | E            | C  | ---                    | --- | Future INDOT Planned Improvements; Therefore, No Recommended Improvements                           |
| 74      | 191st St & Cumberland Rd                | B            | C  | ---                    | --- | ---                                                                                                 |
| 75      | 191st St & 10th St                      | B            | B  | ---                    | --- | ---                                                                                                 |
| 76      | <i>SR 38 &amp; Mill Creek Rd</i>        | B            | D  | ---                    | --- | ---                                                                                                 |
| 77      | <i>SR 38 &amp; Little Chicago Rd</i>    | D            | C  | ---                    | --- | ---                                                                                                 |
| 78      | 191st St & Moontown Rd                  | B            | C  | ---                    | --- | ---                                                                                                 |
| 79      | 191st St & Little Chicago Rd            | A            | A  | ---                    | --- | ---                                                                                                 |
| 80      | <i>SR 38 &amp; Harbour Dr</i>           | B            | B  | ---                    | --- | ---                                                                                                 |
| 81      | <i>SR 38 &amp; Oakmont Dr</i>           | E            | F  | ---                    | --- | Future INDOT Planned 1-1 RAB                                                                        |
| 82      | Hague Rd & Lakeview Dr                  | C            | D  | ---                    | --- | ---                                                                                                 |
| 83      | <i>Cicero Rd (SR 19) &amp; Field Dr</i> | B            | F  | B                      | D   | Restripe WB to Left and Thru Shared and RT Lane; Split EB and WB Phasing; Add WB and NB RT Overlaps |
| 84      | 10th St & Field Dr                      | B            | D  | ---                    | --- | ---                                                                                                 |
| 85      | Field Dr & 16th St                      | B            | D  | ---                    | --- | ---                                                                                                 |
| 86      | Field Dr & Cumberland Rd                | A            | B  | ---                    | --- | ---                                                                                                 |
| 87      | <i>186th St &amp; SR 37</i>             | D            | B  | ---                    | --- | ---                                                                                                 |
| 88      | 186th St & Promise Rd                   | B            | B  | ---                    | --- | ---                                                                                                 |
| 102     | 181st St & Mallery Rd                   | A            | A  | ---                    | --- | ---                                                                                                 |
| 103     | 181st St & Promise Rd                   | B            | C  | ---                    | --- | ---                                                                                                 |
| 104     | Cumberland Rd & Monument St             | B            | B  | ---                    | --- | ---                                                                                                 |
| 105     | 16th St & Monument St                   | A            | A  | ---                    | --- | ---                                                                                                 |
| 106     | Monument St & 10th St                   | B            | C  | ---                    | --- | ---                                                                                                 |
| 107     | <i>Logan St &amp; SR 38</i>             | B            | B  | ---                    | --- | ---                                                                                                 |
| 108     | <i>SR 38 &amp; River Ave</i>            | E            | F  | ---                    | --- | Reasonable Mitigations do not Improve LOS                                                           |
| 109     | <i>Hague Rd &amp; SR 38</i>             | B            | B  | ---                    | --- | ---                                                                                                 |
| 110     | <i>SR 32 &amp; Moontown Rd</i>          | C            | D  | ---                    | --- | ---                                                                                                 |
| 111     | <i>SR 32 &amp; Little Chicago Rd</i>    | C            | D  | ---                    | --- | ---                                                                                                 |



| Int. ID | Intersection                           | Existing LOS |     | Existing Mitigated LOS |     | Existing Mitigations/Notes                                                                                           |
|---------|----------------------------------------|--------------|-----|------------------------|-----|----------------------------------------------------------------------------------------------------------------------|
|         |                                        | AM           | PM  | AM                     | PM  |                                                                                                                      |
| 112     | SR 32 & Mill Creek Rd                  | F            | F   | A                      | B   | Per INDOT Plans, Construct 2-1 RAB                                                                                   |
| 113     | SR 32 & Willowview Rd                  | C            | F   | C                      | F   | Per INDOT Plans, Add EB & WB Thru Lanes and EB LT Lane                                                               |
| 114     | SR 32 & Hague Rd/Pleasant St Extension | A            | A   | ---                    | --- | ---                                                                                                                  |
| 115     | SR 32 & Cherry Tree Rd                 | C            | F   | ---                    | --- | Completion of the Pleasant Street Extension will reduce minor street volumes. Therefore, No Recommended Improvements |
| 116     | SR 32 & River Ave                      | A            | B   | ---                    | --- | ---                                                                                                                  |
| 117     | SR 32 & SR 38                          | A            | B   | ---                    | --- | ---                                                                                                                  |
| 118     | SR 32 & Lakeview Dr                    | B            | B   | ---                    | --- | ---                                                                                                                  |
| 119     | SR 32 & Cicero Rd (SR 19)              | B            | C   | ---                    | --- | ---                                                                                                                  |
| 120     | SR 32 & 10th St                        | B            | C   | ---                    | --- | ---                                                                                                                  |
| 121     | Cherry St & 10th St                    | B            | C   | ---                    | --- | ---                                                                                                                  |
| 122     | SR 32 & 16th St                        | A            | B   | ---                    | --- | ---                                                                                                                  |
| 123     | Cherry St & 16th St                    | A            | A   | ---                    | --- | ---                                                                                                                  |
| 124     | Conner St & 19th St                    | B            | B   | ---                    | --- | ---                                                                                                                  |
| 125     | Cherry St & 19th St                    | A            | A   | ---                    | --- | ---                                                                                                                  |
| 126     | Conner St & Cumberland Rd              | B            | B   | ---                    | --- | ---                                                                                                                  |
| 127     | Cherry St & Cumberland Rd              | B            | C   | ---                    | --- | ---                                                                                                                  |
| 129     | SR 37 & Cherry St                      | C            | C   | ---                    | --- | ---                                                                                                                  |
| 130     | SR 32 & Presley Dr (Extension)         | A            | A   | ---                    | --- | ---                                                                                                                  |
| 131     | SR 32 & Union Chapel Rd                | A            | A   | ---                    | --- | ---                                                                                                                  |
| 132     | SR 32 & Promise Rd                     | B            | A   | ---                    | --- | ---                                                                                                                  |
| 139     | SR 38 & De Shane Ave                   | C            | C   | ---                    | --- | ---                                                                                                                  |
| 140     | Pleasant St & Union Chapel Rd          | A            | A   | ---                    | --- | ---                                                                                                                  |
| 141     | Pleasant St & Presley Dr               | A            | A   | ---                    | --- | ---                                                                                                                  |
| 142     | Pleasant St & Mercantile Rd            | A            | A   | ---                    | --- | ---                                                                                                                  |
| 143     | Pleasant St & SR 37                    | C            | C   | ---                    | --- | ---                                                                                                                  |
| 144     | Pleasant St & Clover Rd                | A            | A   | ---                    | --- | ---                                                                                                                  |
| 145     | Pleasant St & 19th St                  | A            | A   | ---                    | --- | ---                                                                                                                  |
| 146     | Pleasant St & 16th St                  | B            | B   | ---                    | --- | ---                                                                                                                  |
| 147     | Pleasant St & 10th St                  | A            | A   | ---                    | --- | ---                                                                                                                  |
| 149     | Pleasant St Extension & River Ave      | ---          | --- | ---                    | --- | Proposed Intersection                                                                                                |

| Int. ID | Intersection                               | Existing LOS |     | Existing Mitigated LOS |     | Existing Mitigations/Notes         |
|---------|--------------------------------------------|--------------|-----|------------------------|-----|------------------------------------|
|         |                                            | AM           | PM  | AM                     | PM  |                                    |
| 150     | Pleasant St Extension & Cherry Tree Rd     | ---          | --- | ---                    | --- | Proposed Intersection              |
| 152     | 171st St & Cherry Tree Rd                  | A            | A   | ---                    | --- | ---                                |
| 153     | 171st St & Willowview Rd                   | A            | A   | ---                    | --- | ---                                |
| 154     | 171st St & Mill Creek Rd                   | A            | A   | ---                    | --- | ---                                |
| 155     | 169th St & Gray Rd                         | A            | A   | ---                    | --- | ---                                |
| 156     | 169th St & Hazel Dell Rd/Little Chicago Rd | B            | B   | ---                    | --- | ---                                |
| 157     | 169th St & Mill Creek Rd                   | A            | A   | ---                    | --- | ---                                |
| 158     | 10th St & Greenfield Ave/Christian Ave     | A            | A   | ---                    | --- | ---                                |
| 159     | Town and Country Blvd & Union Chapel Rd    | A            | A   | ---                    | --- | ---                                |
| 160     | SR 38 & Boden Rd (Middletown Rd)           | F            | F   | A                      | B   | INDOT Planned 1-1 RAB              |
| 161     | SR 38 & Mystic Rd                          | C            | C   | ---                    | --- | ---                                |
| 162     | SR 38 & Olio Rd                            | D            | D   | ---                    | --- | ---                                |
| 163     | SR 38 & Durbin Rd                          | B            | B   | ---                    | --- | ---                                |
| 166     | SR 38 & Prairie Baptist Rd                 | C            | C   | ---                    | --- | ---                                |
| 167     | 166th St & Olio Rd                         | B            | B   | ---                    | --- | ---                                |
| 168     | 166th St & Boden Rd                        | B            | B   | ---                    | --- | ---                                |
| 169     | 166th St & Summer Rd                       | B            | B   | ---                    | --- | ---                                |
| 170     | 166th St & Union Chapel Rd                 | A            | A   | ---                    | --- | ---                                |
| 171     | 166th St & Mercantile Rd/Cumberland Rd     | B            | B   | ---                    | --- | ---                                |
| 172     | Greenfield Ave & 16th St                   | E            | E   | A                      | C   | Add Traffic Signal; Add EB LT Lane |
| 173     | Greenfield Ave & Herriman Blvd             | C            | C   | ---                    | --- | ---                                |
| 174     | 161st St & Gray Rd                         | B            | B   | ---                    | --- | ---                                |
| 175     | 161st St & Hazel Dell Rd                   | A            | A   | ---                    | --- | ---                                |
| 176     | 161st St & Seminole Rd                     | A            | A   | ---                    | --- | ---                                |
| 177     | 161st St & Cherry Tree Rd                  | A            | A   | ---                    | --- | ---                                |
| 178     | SR 37 & Greenfield Ave                     | C            | C   | ---                    | --- | ---                                |
| 179     | SR 38 & Cyntheanne Rd                      | C            | C   | ---                    | --- | ---                                |
| 180     | SR 28 & Atlantic Rd                        | B            | B   | ---                    | --- | ---                                |
| 181     | Atlantic Rd & 156th St                     | A            | A   | ---                    | --- | ---                                |
| 182     | 156th St & Olio Rd                         | B            | B   | ---                    | --- | ---                                |
| 183     | 156th St & Boden Rd                        | A            | A   | ---                    | --- | ---                                |
| 184     | 156th St & Summer Rd                       | A            | A   | ---                    | --- | ---                                |
| 185     | Promise Rd & Greenfield Ave                | B            | B   | ---                    | --- | ---                                |

| Int. ID | Intersection                                 | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes                |
|---------|----------------------------------------------|--------------|----|------------------------|-----|-------------------------------------------|
|         |                                              | AM           | PM | AM                     | PM  |                                           |
| 186     | Greenfield Ave & Union Chapel Rd             | A            | A  | ---                    | --- | ---                                       |
| 187     | Greenfield Ave & Howe Rd                     | A            | A  | ---                    | --- | ---                                       |
| 188     | Greenfield Ave & Cumberland Rd               | C            | C  | ---                    | --- | ---                                       |
| 189     | 160th St & River Ave                         | B            | B  | ---                    | --- | ---                                       |
| 190     | 160th St & Cherry Tree Rd                    | A            | A  | ---                    | --- | ---                                       |
| 191     | 156th St & Hazel Dell Rd                     | E            | E  | E                      | E   | Reasonable Mitigations do not Improve LOS |
| 192     | 156th St & Gray Rd                           | B            | B  | ---                    | --- | ---                                       |
| 193     | Hazell Dell Rd & Noble Crossing Pkwy         | C            | C  | ---                    | --- | ---                                       |
| 194     | Summer Rd & Greenfield Ave                   | C            | C  | ---                    | --- | ---                                       |
| 195     | <i>146th St &amp; Atlantic Rd</i>            | A            | A  | ---                    | --- | ---                                       |
| 196     | 146th St & Cyntheanne Rd                     | B            | B  | ---                    | --- | ---                                       |
| 197     | 146th St & Prairie Baptist Rd                | A            | A  | ---                    | --- | ---                                       |
| 198     | <i>146th St &amp; Promise Rd</i>             | C            | C  | ---                    | --- | ---                                       |
| 199     | <i>146th St &amp; Cumberland Rd</i>          | C            | C  | ---                    | --- | ---                                       |
| 201     | <i>146th St Herriman Blvd</i>                | B            | B  | ---                    | --- | ---                                       |
| 202     | <i>146th St &amp; Allisonville Rd</i>        | C            | C  | ---                    | --- | ---                                       |
| 203     | <i>146th St &amp; River Ave</i>              | C            | C  | ---                    | --- | ---                                       |
| 204     | <i>146th St &amp; Cherry Tree Rd</i>         | B            | B  | ---                    | --- | ---                                       |
| 205     | Hazel Dell Pkwy St & Edenshall Ln            | A            | B  | ---                    | --- | ---                                       |
| 206     | <i>146th St &amp; Hazel Dell Rd</i>          | D            | D  | ---                    | --- | ---                                       |
| 208     | <i>146th St &amp; Howe Rd</i>                | C            | C  | ---                    | --- | ---                                       |
| 209     | <i>141st St &amp; Howe Rd</i>                | B            | C  | ---                    | --- | ---                                       |
| 210     | <i>141st St &amp; Promise Rd</i>             | B            | B  | ---                    | --- | ---                                       |
| 211     | Greenfield Ave & Marilyn Rd                  | C            | C  | ---                    | --- | ---                                       |
| 212     | <i>146th St &amp; Marilyn Rd/Campus Pkwy</i> | B            | B  | ---                    | --- | ---                                       |
| 213     | 146th St/Greenfield Ave & Boden Rd           | B            | B  | ---                    | --- | ---                                       |
| 214     | 146th Street & Bergen Blvd                   | B            | B  | ---                    | --- | ---                                       |
| 215     | 146th Street & Olio Rd                       | A            | A  | ---                    | --- | ---                                       |
| 216     | <i>Campus Pkwy &amp; Boden Rd</i>            | C            | C  | ---                    | --- | ---                                       |

| Int. ID | Intersection                              | Existing LOS |     | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|-------------------------------------------|--------------|-----|------------------------|-----|----------------------------|
|         |                                           | AM           | PM  | AM                     | PM  |                            |
| 217     | <i>Campus Pkwy &amp; Corporate Pkwy</i>   | B            | B   | ---                    | --- | ---                        |
| 218     | <i>141st &amp; Olio Rd</i>                | A            | A   | ---                    | --- | ---                        |
| 219     | Tegler Dr & Bergen Blvd                   | B            | B   | ---                    | --- | ---                        |
| 220     | <i>Campus Pkwy &amp; Bergen Blvd</i>      | C            | C   | ---                    | --- | ---                        |
| 221     | <i>Campus Pkwy &amp; Town Center Blvd</i> | B            | B   | ---                    | --- | ---                        |
| 222     | 141st St & Marilyn Rd                     | A            | A   | ---                    | --- | ---                        |
| 223     | 141st St (Extension) & Brooks School Rd   | A            | A   | ---                    | --- | ---                        |
| 224     | 141st St (Harrell Pkwy) & Corporate Pkwy  | A            | A   | ---                    | --- | ---                        |
| 226     | 136th St & Corporate Pkwy                 | A            | A   | ---                    | --- | ---                        |
| 227     | <i>136th St &amp; Brooks School Rd</i>    | A            | A   | ---                    | --- | ---                        |
| 228     | 156th St & Cyntheanne Rd                  | B            | B   | ---                    | --- | ---                        |
| 229     | 156th St & Prairie Baptist Rd             | B            | B   | ---                    | --- | ---                        |
| 231     | <i>SR 32 &amp; Oakmont Dr</i>             | C            | C   | ---                    | --- | ---                        |
| 232     | Logan St & River Ave                      | A            | C   | ---                    | --- | ---                        |
| 233     | Logan St & Lakeview Dr                    | B            | A   | ---                    | --- | ---                        |
| 234     | <i>Cicero Rd (SR 19) &amp; Logan St</i>   | C            | B   | ---                    | --- | ---                        |
| 235     | <i>SR 38 &amp; 8th St</i>                 | C            | C   | ---                    | --- | ---                        |
| 236     | 8th St & Maple Ave                        | B            | B   | ---                    | --- | ---                        |
| 237     | 8th St & Pleasant St Extension            | ---          | --- | ---                    | --- | Proposed Intersection      |
| 238     | 8th St & Pleasant St Extension            | A            | A   | ---                    | --- | ---                        |
| 239     | 8th St & Christian Ave                    | B            | B   | ---                    | --- | ---                        |

Note: Italicized intersections are either partially or wholly controlled by entities other than the City of Noblesville.

TABLE 4 – 10-YEAR INTERSECTION LEVEL OF SERVICE RESULTS

| Int. ID | Intersection                        | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes                                   |
|---------|-------------------------------------|-------------|----|-----------------------|-----|-------------------------------------------------------------|
|         |                                     | AM          | PM | AM                    | PM  |                                                             |
| 1       | 216th St & Hinkle Rd                | A           | A  | ---                   | --- | ---                                                         |
| 2       | 216th St & Little Chicago Rd        | A           | B  | ---                   | --- | ---                                                         |
| 3       | 216th St & Mill Creek Rd            | A           | B  | ---                   | --- | ---                                                         |
| 4       | 216th St & Hague Rd/Springtown Pike | B           | B  | ---                   | --- | ---                                                         |
| 5       | 216th St & SR 19                    | E           | F  | B                     | B   | Construct 1-1 RAB                                           |
| 6       | 216th St & SR 37                    | D           | E  | ---                   | --- | Reasonable Mitigations do not Improve LOS                   |
| 17      | 211th St & SR 37                    | A           | A  | ---                   | --- | ---                                                         |
| 18      | 211th St & Riverwood Ave            | A           | A  | ---                   | --- | ---                                                         |
| 19      | 211th St & Overdorf Rd              | A           | A  | ---                   | --- | ---                                                         |
| 20      | James Rd & Hague Rd                 | B           | B  | ---                   | --- | ---                                                         |
| 21      | Carrigan Rd & Harbor Dr/Oakbay Dr   | F           | F  | A                     | C   | Construct 1-1 RAB                                           |
| 22      | 211th St & Schulley Rd              | D           | F  | ---                   | --- | Reasonable Mitigations do not Improve LOS                   |
| 23      | 211th St & Mill Creek Rd            | C           | D  | ---                   | --- | ---                                                         |
| 24      | 211th St & Little Chicago Rd        | C           | C  | ---                   | --- | ---                                                         |
| 25      | Carrigan Rd & Hague Rd              | A           | C  | ---                   | --- | ---                                                         |
| 26      | 206th St & Hague Rd                 | F           | F  | B                     | D   | Construct 1-1 RAB                                           |
| 27      | 206th St & James Rd                 | C           | E  | ---                   | --- | Reasonable Mitigations do not Improve LOS                   |
| 28      | 206th St & SR 19                    | B           | F  | C                     | D   | Add Dual NB & SB LT Lanes, EB & WB LT Lanes, and WB RT Lane |
| 29      | 206th St & Edith Rd                 | B           | D  | ---                   | --- | ---                                                         |
| 30      | 206th St & Cumberland Rd            | B           | C  | ---                   | --- | ---                                                         |
| 31      | 206th St & Overdorf Rd              | B           | C  | ---                   | --- | ---                                                         |
| 32      | 206th St & Riverwood Ave            | C           | C  | ---                   | --- | ---                                                         |
| 33      | 206th St & SR 37                    | D           | D  | ---                   | --- | ---                                                         |
| 42      | SR 37 & Promise Rd                  | F           | F  | A                     | D   | Construct 1-1 RAB with EB RT Lane and WB LT Lane            |
| 43      | Riverwood Ave & Overdorf Rd         | A           | A  | ---                   | --- | ---                                                         |
| 44      | Cumberland Rd & Riverwood Ave       | D           | F  | ---                   | --- | Reasonable Mitigations do not Improve LOS                   |
| 45      | Little Chicago Rd & Buttonwood Dr   | D           | D  | ---                   | --- | ---                                                         |

| Int. ID | Intersection                            | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes                                                   |
|---------|-----------------------------------------|-------------|----|-----------------------|-----|-----------------------------------------------------------------------------|
|         |                                         | AM          | PM | AM                    | PM  |                                                                             |
| 46      | <i>SR 38 &amp; Hinkle Rd</i>            | F           | F  | ---                   | --- | Future INDOT Planned Traffic Signal; Therefore, No Recommended Improvements |
| 47      | 196th St & Hague Rd                     | A           | C  | ---                   | --- | ---                                                                         |
| 48      | 196th St & James Rd                     | B           | B  | ---                   | --- | ---                                                                         |
| 49      | <i>196th St &amp; SR 19</i>             | F           | F  | A                     | C   | Construct 2-1 RAB with NB LT Lane & SB Thru Lane and Thru/RT Shared Lane    |
| 50      | Allisonville Rd & Cumberland Rd         | A           | D  | ---                   | --- | ---                                                                         |
| 51      | <i>Allisonville Rd &amp; SR 37</i>      | C           | E  | A                     | A   | Construct 2-1 RAB                                                           |
| 52      | 196th St & Promise Rd                   | C           | C  | ---                   | --- | ---                                                                         |
| 53      | 196th St & Summer Rd                    | A           | A  | ---                   | --- | ---                                                                         |
| 70      | 191st St & Summer Rd                    | A           | A  | ---                   | --- | ---                                                                         |
| 71      | 191st St & Mallery Rd                   | A           | A  | ---                   | --- | ---                                                                         |
| 72      | 191st St & Promise Rd                   | F           | F  | B                     | B   | Construct 1-1 RAB                                                           |
| 73      | <i>191st St &amp; SR 37</i>             | F           | D  | ---                   | --- | Future INDOT Planned Improvements; Therefore; No Recommended Improvements   |
| 74      | 191st St & Cumberland Rd                | F           | F  | B                     | C   | Construct 1-1 RAB                                                           |
| 75      | 191st St & 10th St                      | B           | B  | ---                   | --- | ---                                                                         |
| 76      | <i>SR 38 &amp; Mill Creek Rd</i>        | F           | F  | A                     | B   | Construct 2-1 RAB                                                           |
| 77      | <i>SR 38 &amp; Little Chicago Rd</i>    | F           | F  | D                     | D   | Add NB RT Lane; Add EB & WB Thru Lanes                                      |
| 78      | 191st St & Moontown Rd                  | C           | D  | ---                   | --- | ---                                                                         |
| 79      | 191st St & Little Chicago Rd            | A           | B  | ---                   | --- | ---                                                                         |
| 80      | <i>SR 38 &amp; Harbour Dr</i>           | D           | E  | B                     | B   | Add EB & WB Thru Lanes                                                      |
| 81      | <i>SR 38 &amp; Oakmont Dr</i>           | F           | F  | F                     | F   | Future INDOT Planned 1-1 RAB                                                |
| 82      | Hague Rd & Lakeview Dr                  | E           | F  | A                     | A   | Construct 2-1 RAB                                                           |
| 83      | <i>Cicero Rd (SR 19) &amp; Field Dr</i> | C           | F  | ---                   | --- | Improvements to Intersection are not Feasible due to Bridge on Field Dr     |
| 84      | 10th St & Field Dr                      | C           | F  | C                     | D   | Add NB LT Lane; Add EB LT Lane                                              |
| 85      | Field Dr & 16th St                      | B           | F  | ---                   | --- | Reasonable Mitigations do not Improve LOS                                   |
| 86      | Field Dr & Cumberland Rd                | A           | F  | A                     | C   | Add WB RT Lane                                                              |
| 87      | <i>186th St &amp; SR 37</i>             | F           | F  | ---                   | --- | Future INDOT Planned Improvements; Therefore; No Recommended Improvements   |
| 88      | 186th St & Promise Rd                   | C           | F  | B                     | B   | Construct 1-1 RAB                                                           |
| 102     | 181st St & Mallery Rd                   | A           | A  | ---                   | --- | ---                                                                         |
| 103     | 181st St & Promise Rd                   | F           | F  | B                     | C   | Construct 1-1 RAB                                                           |
| 104     | Cumberland Rd & Monument St             | B           | B  | ---                   | --- | ---                                                                         |



| Int. ID | Intersection                                      | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes                                                                                         |
|---------|---------------------------------------------------|-------------|----|-----------------------|-----|-------------------------------------------------------------------------------------------------------------------|
|         |                                                   | AM          | PM | AM                    | PM  |                                                                                                                   |
| 105     | 16th St & Monument St                             | A           | A  | ---                   | --- | ---                                                                                                               |
| 106     | Monument St & 10th St                             | B           | C  | ---                   | --- | ---                                                                                                               |
| 107     | <i>Logan St &amp; SR 38</i>                       | C           | C  | ---                   | --- | Future Planned 2-1 RAB                                                                                            |
| 108     | <i>SR 38 &amp; River Ave</i>                      | F           | F  | C                     | C   | Add 2-1 RAB                                                                                                       |
| 109     | <i>Hague Rd &amp; SR 38</i>                       | E           | F  | C                     | D   | Add NB LT Lane; Add EB & WB Thru Lanes; Add EB LT Lane                                                            |
| 110     | <i>SR 32 &amp; Moontown Rd</i>                    | D           | E  | B                     | C   | Per INDOT Plans, Construct 2-1 RAB                                                                                |
| 111     | <i>SR 32 &amp; Little Chicago Rd</i>              | C           | F  | C                     | F   | Per INDOT Plans, Construct 2-2 RAB                                                                                |
| 112     | <i>SR 32 &amp; Mill Creek Rd</i>                  | F           | F  | A                     | B   | Per INDOT Plans, Construct 2-1 RAB                                                                                |
| 113     | <i>SR 32 &amp; Willowview Rd</i>                  | F           | F  | C                     | F   | Per INDOT Plans, Add EB & WB Thru Lanes, EB LT Lane, and NB RT Lane                                               |
| 114     | <i>SR 32 &amp; Hague Rd/Pleasant St Extension</i> | E           | F  | ---                   | --- | Analyzed as planned; 2-2 RAB                                                                                      |
| 115     | <i>SR 32 &amp; Cherry Tree Rd</i>                 | C           | F  | ---                   | --- | Completion of the Pleasant St Extension Will Reduce Minor Street Volumes. Therefore, no Improvements Recommended. |
| 116     | <i>SR 32 &amp; River Ave</i>                      | A           | B  | ---                   | --- | ---                                                                                                               |
| 117     | <i>SR 32 &amp; SR 38</i>                          | C           | F  | B                     | D   | Reconfigure SB Approach as Left & Left/Thru/Right Shared; Add WB RT Lane                                          |
| 118     | <i>SR 32 &amp; Lakeview Dr</i>                    | B           | C  | ---                   | --- | ---                                                                                                               |
| 119     | <i>SR 32 &amp; Cicero Rd (SR 19)</i>              | B           | E  | B                     | D   | Add EB LT Lane                                                                                                    |
| 120     | <i>SR 32 &amp; 10th St</i>                        | C           | F  | B                     | C   | Add EB & WB Thru Lanes                                                                                            |
| 121     | <i>Cherry St &amp; 10th St</i>                    | B           | C  | ---                   | --- | ---                                                                                                               |
| 122     | <i>SR 32 &amp; 16th St</i>                        | B           | D  | ---                   | --- | ---                                                                                                               |
| 123     | <i>Cherry St &amp; 16th St</i>                    | A           | A  | ---                   | --- | ---                                                                                                               |
| 124     | <i>Conner St &amp; 19th St</i>                    | B           | C  | ---                   | --- | ---                                                                                                               |
| 125     | <i>Cherry St &amp; 19th St</i>                    | A           | A  | ---                   | --- | ---                                                                                                               |
| 126     | <i>Conner St &amp; Cumberland Rd</i>              | C           | D  | ---                   | --- | ---                                                                                                               |
| 127     | <i>Cherry St &amp; Cumberland Rd</i>              | B           | C  | ---                   | --- | ---                                                                                                               |
| 129     | <i>SR 37 &amp; Cherry St</i>                      | F           | F  | ---                   | --- | No Recommended Improvements Due to Limited Access                                                                 |
| 130     | <i>SR 32 &amp; Presley Dr (Extension)</i>         | B           | C  | ---                   | --- | ---                                                                                                               |
| 131     | <i>SR 32 &amp; Union Chapel Rd</i>                | C           | F  | ---                   | --- | Reasonable Mitigations do not Improve LOS                                                                         |
| 132     | <i>SR 32 &amp; Promise Rd</i>                     | F           | F  | F                     | F   | Add SB RT Lane                                                                                                    |

| Int. ID | Intersection                               | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes                                                                                             |
|---------|--------------------------------------------|-------------|----|-----------------------|-----|-----------------------------------------------------------------------------------------------------------------------|
|         |                                            | AM          | PM | AM                    | PM  |                                                                                                                       |
| 139     | SR 38 & De Shane Ave                       | F           | F  | ---                   | --- | No Analysis Necessary; State Road and Road Excluded from Analysis                                                     |
| 140     | Pleasant St & Union Chapel Rd              | A           | A  | ---                   | --- | ---                                                                                                                   |
| 141     | Pleasant St & Presley Dr                   | A           | A  | ---                   | --- | ---                                                                                                                   |
| 142     | Pleasant St & Mercantile Rd                | A           | A  | ---                   | --- | ---                                                                                                                   |
| 143     | Pleasant St & SR 37                        | D           | F  | ---                   | --- | INDOT Planned Interchange; No Recommended Improvements                                                                |
| 144     | Pleasant St & Clover Rd                    | A           | A  | ---                   | --- | ---                                                                                                                   |
| 145     | Pleasant St & 19th St                      | A           | A  | ---                   | --- | ---                                                                                                                   |
| 146     | Pleasant St & 16th St                      | B           | C  | ---                   | --- | ---                                                                                                                   |
| 147     | Pleasant St & 10th St                      | B           | F  | ---                   | --- | Analyzed as Planned; 2-1 RAB                                                                                          |
| 149     | Pleasant St Extension & River Ave          | C           | B  | ---                   | --- | Construct Intersection as 1-1 RAB with WB RT Bypass Lane                                                              |
| 150     | Pleasant St Extension & Cherry Tree Rd     | C           | C  | ---                   | --- | Construct Intersection with Cherry Tree Road as a LI/RI/RO approach which will stop for the Pleasant Street Extension |
| 152     | 171st St & Cherry Tree Rd                  | A           | A  | ---                   | --- | ---                                                                                                                   |
| 153     | 171st St & Willowview Rd                   | A           | B  | ---                   | --- | ---                                                                                                                   |
| 154     | 171st St & Mill Creek Rd                   | A           | B  | ---                   | --- | ---                                                                                                                   |
| 155     | 169th St & Gray Rd                         | A           | C  | ---                   | --- | ---                                                                                                                   |
| 156     | 169th St & Hazel Dell Rd/Little Chicago Rd | B           | C  | ---                   | --- | ---                                                                                                                   |
| 157     | 169th St & Mill Creek Rd                   | A           | B  | ---                   | --- | ---                                                                                                                   |
| 158     | 10th St & Greenfield Ave/Christian Ave     | F           | F  | C                     | D   | Reconstruct as a 2-2 RAB with NB & WB RT Lanes                                                                        |
| 159     | Town and Country Blvd & Union Chapel Rd    | A           | A  | ---                   | --- | ---                                                                                                                   |
| 160     | SR 38 & Boden Rd (Middletown Rd)           | F           | F  | F                     | F   | Future INDOT Planned 1-1 RAB                                                                                          |
| 161     | SR 38 & Mystic Rd                          | F           | F  | ---                   | --- | No Analysis Necessary; State Road and Road Excluded from Analysis                                                     |
| 162     | SR 38 & Olio Rd                            | F           | F  | B                     | C   | Construct 2-1 RAB                                                                                                     |
| 163     | SR 38 & Durbin Rd                          | E           | F  | B                     | C   | Construct 1-1 RAB                                                                                                     |
| 166     | SR 38 & Prairie Baptist Rd                 | F           | F  | B                     | C   | Construct 1-1 RAB with NB LT Lane                                                                                     |
| 167     | 166th St & Olio Rd                         | E           | F  | A                     | B   | Construct 1-1 RAB with NB LT Lane                                                                                     |
| 168     | 166th St & Boden Rd                        | F           | F  | A                     | B   | Construct 2-1 RAB                                                                                                     |
| 169     | 166th St & Summer Rd                       | B           | F  | A                     | A   | Construct 1-1 RAB                                                                                                     |
| 170     | 166th St & Union Chapel Rd                 | B           | D  | ---                   | --- | ---                                                                                                                   |
| 171     | 166th St & Mercantile Rd/Cumberland Rd     | C           | F  | A                     | A   | Construct 1-1 RAB                                                                                                     |

| Int. ID | Intersection                         | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes                              |
|---------|--------------------------------------|-------------|----|-----------------------|-----|--------------------------------------------------------|
|         |                                      | AM          | PM | AM                    | PM  |                                                        |
| 172     | Greenfield Ave & 16th St             | C           | F  | B                     | C   | Construct 2-1 RAB                                      |
| 173     | Greenfield Ave & Herriman Blvd       | F           | F  | C                     | C   | Construct 2-1 RAB                                      |
| 174     | 161st St & Gray Rd                   | B           | F  | A                     | A   | Construct 1-1 RAB                                      |
| 175     | 161st St & Hazel Dell Rd             | B           | D  | ---                   | --- | ---                                                    |
| 176     | 161st St & Seminole Rd               | A           | B  | ---                   | --- | ---                                                    |
| 177     | 161st St & Cherry Tree Rd            | A           | F  | A                     | A   | Construct 1-1 RAB                                      |
| 178     | SR 37 & Greenfield Ave               | F           | F  | F                     | F   | Add SB LT Lane                                         |
| 179     | SR 38 & Cyntheanne Rd                | E           | F  | A                     | A   | Construct 1-1 RAB                                      |
| 180     | SR 28 & Atlantic Rd                  | C           | D  | ---                   | --- | ---                                                    |
| 181     | Atlantic Rd & 156th St               | A           | A  | ---                   | --- | ---                                                    |
| 182     | 156th St & Olio Rd                   | F           | F  | B                     | C   | Planned 2-1 RAB                                        |
| 183     | 156th St & Boden Rd                  | A           | E  | ---                   | --- | Additional Improvements Unlikely at this Location.     |
| 184     | 156th St & Summer Rd                 | B           | C  | ---                   | --- | ---                                                    |
| 185     | Promise Rd & Greenfield Ave          | A           | F  | B                     | F   | Construct 2-1 RAB with SB RT Lane                      |
| 186     | Greenfield Ave & Union Chapel Rd     | F           | F  | F                     | F   | Reconstruction of the Intersection as a 2-2 RAB        |
| 187     | Greenfield Ave & Howe Rd             | F           | F  | B                     | E   | Add NB LT Lane                                         |
| 188     | Greenfield Ave & Cumberland Rd       | F           | F  | E                     | F   | Add NB & WB LT Lanes; Add EB RT Lane; Add WB Thru Lane |
| 189     | 160th St & River Ave                 | C           | F  | A                     | B   | Construct 1-1 RAB                                      |
| 190     | 160th St & Cherry Tree Rd            | B           | C  | ---                   | --- | ---                                                    |
| 191     | 156th St & Hazel Dell Rd             | F           | F  | C                     | D   | Construct 2-1 RAB                                      |
| 192     | 156th St & Gray Rd                   | B           | C  | ---                   | --- | ---                                                    |
| 193     | Hazell Dell Rd & Noble Crossing Pkwy | D           | C  | ---                   | --- | ---                                                    |
| 194     | Summer Rd & Greenfield Ave           | F           | F  | A                     | C   | Construct 2-1 RAB                                      |
| 195     | 146th St & Atlantic Rd               | A           | A  | ---                   | --- | ---                                                    |
| 196     | 146th St & Cyntheanne Rd             | B           | B  | ---                   | --- | ---                                                    |
| 197     | 146th St & Prairie Baptist Rd        | F           | F  | B                     | B   | Construct 2-1 RAB with EB RT Lane                      |
| 198     | 146th St & Promise Rd                | F           | F  | D                     | F   | Add EB & WB Thru Lanes; Add EB & WB LT Lanes           |
| 199     | 146th St & Cumberland Rd             | F           | F  | D                     | F   | Add EB & WB Thru Lanes                                 |
| 201     | 146th St & Herriman Blvd             | D           | F  | D                     | F   | Add SB LT Lane                                         |
| 202     | 146th St & Allisonville Rd           | E           | F  | ---                   | --- | Future Grade-Separated Interchange; No Analysis        |
| 203     | 146th St & River Ave                 | F           | F  | F                     | F   | Add NB RT Lane; Add SB LT Lane (Developer Improvement) |
| 204     | 146th St & Cherry Tree Rd            | D           | F  | B                     | C   | Add EB & WB Thru Lanes                                 |

| Int. ID | Intersection                             | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes                                              |
|---------|------------------------------------------|-------------|----|-----------------------|-----|------------------------------------------------------------------------|
|         |                                          | AM          | PM | AM                    | PM  |                                                                        |
| 205     | Hazel Dell Pkwy St & Edenshall Ln        | B           | C  | ---                   | --- | ---                                                                    |
| 206     | 146th St & Hazel Dell Rd                 | F           | F  | ---                   | --- | Future Grade-Separated Interchange; No Analysis                        |
| 208     | 146th St & Howe Rd                       | F           | F  | F                     | F   | Add EB LT Lane; Add EB & WB Thru Lanes                                 |
| 209     | 141st St & Howe Rd                       | C           | F  | A                     | B   | Construct 1-1 RAB                                                      |
| 210     | 141st St & Promise Rd                    | D           | F  | A                     | B   | Planned 1-1 RAB. Paid with Previous Impact Fee Funds                   |
| 211     | Greenfield Ave & Marilyn Rd              | F           | F  | B                     | B   | Construct 2-1 RAB                                                      |
| 212     | 146th St & Marilyn Rd/Campus Pkwy        | F           | F  | C                     | D   | Add EB & WB Thru Lanes                                                 |
| 213     | 146th St/Greenfield Ave & Boden Rd       | F           | F  | E                     | F   | Add EB & WB Thru Lanes from Segment; Add Additional NB & WB LT Lanes   |
| 214     | 146th Street & Bergen Blvd               | F           | F  | C                     | C   | Add Traffic Signal                                                     |
| 215     | 146th Street & Olio Rd                   | F           | F  | ---                   | --- | Further Improvements unlikely at this location                         |
| 216     | Campus Pkwy & Boden Rd                   | F           | F  | F                     | F   | Add NB, EB, & WB LT Lanes; Add SB Thru Lane; Add EB & WB Thru Lanes    |
| 217     | Campus Pkwy & Corporate Pkwy             | D           | F  | D                     | F   | Add NB LT Lane; Add NB & SB RT Lanes; Add EB RT Lane                   |
| 218     | 141st & Olio Rd                          | F           | F  | E                     | F   | Add SB & EB RT Lanes                                                   |
| 219     | Tegler Dr & Bergen Blvd                  | D           | F  | F                     | F   | Add Dual NB RT Lanes; Add Dual WB LT Lanes                             |
| 220     | Campus Pkwy & Bergen Blvd                | F           | F  | F                     | F   | Add NB, SB, & WB RT Lanes; Add SB, EB, & WB LT Lanes; Add EB Thru Lane |
| 221     | Campus Pkwy & Town Center Blvd           | F           | F  | F                     | E   | Add SB & EB LT Lanes; Add SB & EB RT Lane                              |
| 222     | 141st St & Marilyn Rd                    | A           | B  | ---                   | --- | ---                                                                    |
| 223     | 141st St (Extension) & Brooks School Rd  | C           | F  | A                     | D   | Convert to 2-1 RAB with additional NB & SB Thru Lanes; Add WB RT Lane  |
| 224     | 141st St (Harrell Pkwy) & Corporate Pkwy | A           | A  | ---                   | --- | ---                                                                    |
| 226     | 136th St & Corporate Pkwy                | A           | B  | ---                   | --- | ---                                                                    |
| 227     | 136th St & Brooks School Rd              | A           | C  | ---                   | --- | ---                                                                    |
| 228     | 156th St & Cyntheanne Rd                 | B           | B  | ---                   | --- | ---                                                                    |
| 229     | 156th St & Prairie Baptist Rd            | F           | F  | A                     | A   | Construct 2-1 RAB; NB Lane from Segment                                |

| Int. ID | Intersection                              | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes                                                                        |
|---------|-------------------------------------------|-------------|----|-----------------------|-----|--------------------------------------------------------------------------------------------------|
|         |                                           | AM          | PM | AM                    | PM  |                                                                                                  |
| 231     | <i>SR 32 &amp; Oakmont Dr</i>             | F           | F  | D                     | F   | Per INDOT Plans, Add EB & WB Thru Lanes and EB LT Lane                                           |
| 232     | Logan St & River Ave                      | A           | B  | ---                   | --- | ---                                                                                              |
| 233     | Logan St & Lakeview Dr                    | B           | C  | ---                   | --- | ---                                                                                              |
| 234     | <i>Cicero Rd (SR 19) &amp; Logan St</i>   | C           | E  | C                     | D   | Add EB LT Lane                                                                                   |
| 235     | <i>SR 38 &amp; 8th St</i>                 | D           | F  | C                     | D   | Add NB LT Lane; Add EB & WB Thru Lanes                                                           |
| 236     | 8th St & Maple Ave                        | C           | D  | ---                   | --- | ---                                                                                              |
| 237     | 8th St & Pleasant St Extension            | B           | C  | ---                   | --- | ---                                                                                              |
| 238     | 8th St & Pleasant St Extension            | B           | F  | ---                   | --- | Analyzed as Designed                                                                             |
| 239     | 8th St & Christian Ave                    | F           | F  | C                     | C   | Construct 1-1 RAB                                                                                |
| 240     | 186th St & Presley Dr Extension           | A           | B  | ---                   | --- | Construction of the NB approach with a single lane. Presley Dr will stop for 186th St.           |
| 241     | Prairie Baptist Rd & 141st St (Extension) | A           | A  | ---                   | --- | Construction of the WB approach with a single lane. Prairie Baptist Rd will stop for 141st St.   |
| 242     | Cyntheanne Rd & 141st St Extension        | B           | B  | ---                   | --- | Construction of the EB & WB Approaches with a single lane. 141st St will stop for Cyntheanne Rd. |

Note: Italicized intersections or either partially or wholly controlled by entities other than the City of Noblesville.

## ***SUMMARY TABLES FOR ROADWAY SEGMENTS***

A tabular summary of each roadway segment analysis is shown in the following pages. The existing level of service (LOS) results are based on the existing geometric conditions and existing AM peak hour and PM peak hour traffic volumes along each roadway segment. The existing peak hour traffic volumes as well as the existing average daily traffic volumes (ADT) for each roadway segment can be found on the “Roadway Segment Summary” tables in **Exhibit B**.

Level of service “E” has been selected for this study by the City of Noblesville as the minimum acceptable baseline LOS for roadway segments. If necessary, mitigated conditions for the existing traffic volumes have been recommended for roadway segments that currently operate below the minimum acceptable baseline LOS. The existing mitigated level of service and recommended existing mitigations to meet or exceed the baseline level of service can be found in **Table 5**.

The projected 10-year traffic volumes for the AM peak hour and PM peak hour have been projected for each roadway segment and can be found on the “Roadway Segment Summary” tables in **Exhibit B**. The 10-year level of service results, 10-year mitigated level of service, and recommended 10-year mitigations to meet or exceed the baseline level of service can be found in **Table 6**.



**TABLE 5 – EXISTING ROADWAY SEGMENT LEVEL OF SERVICE RESULTS**

| Seg. ID | Roadway           | Location                          | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|-------------------|-----------------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                   |                                   | AM           | PM | AM                     | PM  |                            |
| 1       | 216th St          | Hinkle Rd - Little Chicago Rd     | A            | B  | ---                    | --- | ---                        |
| 2       | 216th St          | Little Chicago Rd - Mill Creek Rd | A            | A  | ---                    | --- | ---                        |
| 3       | Schuller Rd       | 221st St - 211th St               | A            | A  | ---                    | --- | ---                        |
| 4       | Hague Rd          | North of 216th St                 | B            | C  | ---                    | --- | ---                        |
| 5       | 216th St          | Hague Rd - SR 19                  | A            | B  | ---                    | --- | ---                        |
| 6       | Cumberland Rd     | North of 206th St                 | A            | B  | ---                    | --- | ---                        |
| 7       | Overdorf Rd       | North of 211th St                 | A            | A  | ---                    | --- | ---                        |
| 8       | Riverwood Ave     | North of 211th St                 | B            | B  | ---                    | --- | ---                        |
| 9       | 216th St          | SR 37 - Creek Rd                  | A            | A  | ---                    | --- | ---                        |
| 18      | Hague Rd          | 211th St - 216th St               | A            | B  | ---                    | --- | ---                        |
| 19      | Mill Creek Rd     | 211th S - 216th St                | A            | A  | ---                    | --- | ---                        |
| 20      | Little Chicago Rd | 211th St - 216th St               | B            | B  | ---                    | --- | ---                        |
| 21      | Hinkle Rd         | 216th St - SR 38                  | A            | A  | ---                    | --- | ---                        |
| 22      | 211th St          | Mill Creek Rd - Schuller Rd       | C            | C  | ---                    | --- | ---                        |
| 23      | Carrigan Rd       | Harbor Dr - Hague Rd              | C            | D  | ---                    | --- | ---                        |
| 24      | Hague Rd          | Carrigan Rd - 211th St (James Rd) | B            | C  | ---                    | --- | ---                        |
| 25      | 211th St          | Hague Rd - James Rd               | A            | A  | ---                    | --- | ---                        |
| 26      | Overdorf Rd       | 211th St - 206th St               | A            | A  | ---                    | --- | ---                        |
| 27      | 211th St          | Overdorf Rd - Riverwood Ave       | A            | A  | ---                    | --- | ---                        |
| 28      | 211th St          | SR 37 - Creek Rd                  | A            | A  | ---                    | --- | ---                        |
| 42      | 206th St          | Creek Rd - SR 37                  | A            | B  | ---                    | --- | ---                        |
| 43      | Riverwood Ave     | 206th St - 211th St               | A            | A  | ---                    | --- | ---                        |
| 44      | 206th St          | Riverwood Ave - Overdorf Rd       | B            | B  | ---                    | --- | ---                        |
| 45      | 206th St          | Overdorf Rd - Cumberland Rd       | B            | B  | ---                    | --- | ---                        |
| 46      | 206th St          | Cumberland Rd - Edith Ave         | C            | C  | ---                    | --- | ---                        |
| 47      | 206th St          | Edith Ave - Cicero Rd (SR 19)     | B            | C  | ---                    | --- | ---                        |
| 48      | 206th St          | Cicero Rd (SR 19) - James Rd      | B            | C  | ---                    | --- | ---                        |
| 49      | 206th St          | James Rd - Hague Rd               | B            | C  | ---                    | --- | ---                        |
| 50      | Hague Rd          | Carrigan Rd - 206th St            | C            | D  | ---                    | --- | ---                        |

| Seg. ID | Roadway                  | Location                        | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|--------------------------|---------------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                          |                                 | AM           | PM | AM                     | PM  |                            |
| 51      | Little Chicago Rd        | Buttonwood Rd - 211th St        | D            | D  | ---                    | --- | ---                        |
| 52      | Hague Rd                 | 206th St - 196th St             | C            | C  | ---                    | --- | ---                        |
| 53      | James Rd                 | 196th St - 206th St             | A            | A  | ---                    | --- | ---                        |
| 54      | <i>Cicero Rd (SR 19)</i> | 206th St - 196th St             | C            | C  | ---                    | --- | ---                        |
| 55      | Edith Ave                | 206th St - Riverwood Ave        | A            | A  | ---                    | --- | ---                        |
| 56      | Riverwood Ave            | Edith Ave - Cumberland Rd       | A            | A  | ---                    | --- | ---                        |
| 57      | Riverwood Ave            | Cumberland Rd - Overdorf Rd     | A            | A  | ---                    | --- | ---                        |
| 58      | Overdorf Rd              | 206th St - Riverwood Ave        | A            | A  | ---                    | --- | ---                        |
| 59      | Riverwood Ave            | Overdorf Rd - 206th St          | A            | A  | ---                    | --- | ---                        |
| 68      | Promise Rd               | SR 37 - 196th St                | B            | B  | ---                    | --- | ---                        |
| 69      | Moontown Rd              | 191st St - SR 38                | A            | A  | ---                    | --- | ---                        |
| 70      | 196th St                 | Hague Rd - James Rd             | C            | C  | ---                    | --- | ---                        |
| 71      | 196th St                 | James Rd - SR 19                | C            | C  | ---                    | --- | ---                        |
| 72      | Allisonville Rd          | Cumberland Rd - 10th St         | B            | B  | ---                    | --- | ---                        |
| 73      | Allisonville Rd          | Cumberland Rd - SR 37           | B            | B  | ---                    | --- | ---                        |
| 74      | 196th St                 | Promise Rd - Summer Rd          | A            | A  | ---                    | --- | ---                        |
| 89      | Summer Rd                | 196th St - 191st St             | A            | A  | ---                    | --- | ---                        |
| 90      | Promise Rd               | 196th St - 191st St             | B            | B  | ---                    | --- | ---                        |
| 91      | Cumberland Rd            | Allisonville Rd - 191st St      | B            | C  | ---                    | --- | ---                        |
| 92      | <i>Cicero Rd (SR 19)</i> | 196th St - Field Dr             | D            | D  | ---                    | --- | ---                        |
| 93a     | Hague Rd                 | 196th St - Lakeview Dr          | C            | D  | ---                    | --- | ---                        |
| 93b     | Hague Rd                 | 196th St - Lakeview Dr          | A            | B  | ---                    | --- | ---                        |
| 94      | 191st St                 | Little Chicago Rd - Moontown Rd | B            | C  | ---                    | --- | ---                        |
| 95      | Little Chicago Rd        | 191st St - SR 32                | A            | A  | ---                    | --- | ---                        |
| 96      | Mill Creek Rd            | SR 38 - SR 32                   | A            | A  | ---                    | --- | ---                        |
| 97      | Hague Rd                 | Lakeview Dr - SR 38             | A            | B  | ---                    | --- | ---                        |
| 98      | 10th St                  | Field Dr - 191st St             | D            | D  | ---                    | --- | ---                        |
| 99      | 191st St                 | Cumberland Rd - 10th St         | B            | C  | ---                    | --- | ---                        |

| Seg. ID | Roadway                  | Location                    | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|--------------------------|-----------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                          |                             | AM           | PM | AM                     | PM  |                            |
| 100     | 191st St                 | Cumberland Rd - SR 37       | C            | C  | ---                    | --- | ---                        |
| 101     | 191st St                 | SR 37 - Promise Rd          | C            | C  | ---                    | --- | ---                        |
| 102     | 191st St                 | Promise Rd - Mallery Rd     | B            | B  | ---                    | --- | ---                        |
| 103     | 191st St                 | Mallery Rd - Summer Rd      | B            | B  | ---                    | --- | ---                        |
| 115     | Mallery Rd               | 191st St - 181st St         | A            | A  | ---                    | --- | ---                        |
| 116     | Promise Rd               | 191st St - 186th St         | C            | C  | ---                    | --- | ---                        |
| 117     | 186th St                 | Promise Rd - SR 37          | A            | A  | ---                    | --- | ---                        |
| 118     | 186th St                 | SR 37 - Cumberland Rd       | C            | D  | ---                    | --- | ---                        |
| 119     | Cumberland Rd            | 191st St - 186th St         | B            | C  | ---                    | --- | ---                        |
| 120     | Field Dr                 | Cumberland Rd - 16th St     | C            | D  | ---                    | --- | ---                        |
| 121     | Field Dr                 | 16th St - 10th St           | C            | D  | ---                    | --- | ---                        |
| 122     | Field Dr                 | 10th St - Cicero Rd (SR 19) | D            | E  | ---                    | --- | ---                        |
| 123     | Moontown Rd              | SR 32 - 191st St            | B            | B  | ---                    | --- | ---                        |
| 124     | Hague Rd                 | SR 32 - SR 38               | A            | A  | ---                    | --- | ---                        |
| 125     | River Ave                | SR 32 - SR 38               | C            | C  | ---                    | --- | ---                        |
| 126     | N Lakeview Dr            | Lakeview Dr - SR 32         | C            | C  | ---                    | --- | ---                        |
| 127     | 10th St                  | Monument St - Field Dr      | C            | D  | ---                    | --- | ---                        |
| 128     | 16th St                  | Field Dr - Monument St      | B            | B  | ---                    | --- | ---                        |
| 129     | Cumberland Rd            | Monument St - Field Dr      | C            | C  | ---                    | --- | ---                        |
| 130     | Promise Rd               | 181st St - 186th St         | C            | C  | ---                    | --- | ---                        |
| 144     | 181st St                 | Deshane Ave - Mallery Rd    | A            | A  | ---                    | --- | ---                        |
| 145     | 181st St                 | Mallery Rd - Promise Rd     | A            | A  | ---                    | --- | ---                        |
| 146     | Monument St              | Cumberland Rd - 16th St     | C            | B  | ---                    | --- | ---                        |
| 147     | <i>Cicero Rd (SR 19)</i> | Field Dr - Logan St         | D            | D  | ---                    | --- | ---                        |
| 148     | 10th St                  | Monument St - Logan St      | C            | D  | ---                    | --- | ---                        |
| 149     | 16th St                  | Monument St - Logan St      | B            | C  | ---                    | --- | ---                        |
| 150     | Cumberland Rd            | Monument St - Conner St     | C            | D  | ---                    | --- | ---                        |
| 151     | Promise Rd               | SR 32 - 181st St            | C            | C  | ---                    | --- | ---                        |

| Seg. ID | Roadway               | Location                            | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|-----------------------|-------------------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                       |                                     | AM           | PM | AM                     | PM  |                            |
| 162     | Pleasant St           | Presley Dr - Union Chapel Rd        | A            | A  | ---                    | --- | ---                        |
| 163     | Presley Dr            | SR 32 - Pleasant St                 | B            | B  | ---                    | --- | ---                        |
| 164     | Pleasant St           | 19th St - Clover Rd                 | C            | D  | ---                    | --- | ---                        |
| 165     | Cherry St             | 16th St - 19th St                   | A            | A  | ---                    | --- | ---                        |
| 166     | Cherry St             | 10th St - 16th St                   | A            | A  | ---                    | --- | ---                        |
| 167     | Pleasant St           | 16th St - 10th St                   | C            | D  | ---                    | --- | ---                        |
| 168a    | Pleasant St           | 8th St - 10th St                    | B            | C  | ---                    | --- | ---                        |
| 168b    | Pleasant St           | 2nd St - 8th St                     | A            | B  | ---                    | --- | ---                        |
| 169     | Cherry Tree Rd        | SR 32 - 171st St                    | A            | B  | ---                    | --- | ---                        |
| 170     | Willow view Rd        | 171st St - SR 32                    | A            | A  | ---                    | --- | ---                        |
| 171     | Mill Creek Rd         | SR 32 - 171st St                    | A            | A  | ---                    | --- | ---                        |
| 173     | 169th St              | Hazel Dell Rd - Gray Rd             | B            | B  | ---                    | --- | ---                        |
| 174     | 169th St              | Hazel Dell Rd - Seminole Rd         | A            | A  | ---                    | --- | ---                        |
| 175     | 171st St              | Seminole Rd - Willow view Rd        | B            | B  | ---                    | --- | ---                        |
| 176     | 171st St              | Willow view Rd – Cherry tree Rd     | B            | B  | ---                    | --- | ---                        |
| 177     | Allisonville Rd       | Pleasant St - Christian Rd          | C            | D  | ---                    | --- | ---                        |
| 178     | 16th St               | Greenfield Ave - Pleasant St        | A            | B  | ---                    | --- | ---                        |
| 179     | Mercantile Rd         | Town and Country Blvd - Pleasant St | C            | D  | ---                    | --- | ---                        |
| 185     | 166th St              | SR 38 - Olio Rd                     | A            | A  | ---                    | --- | ---                        |
| 186     | Olio Rd               | SR 38 - 166th St                    | B            | B  | ---                    | --- | ---                        |
| 187     | 166th St              | Boden Rd - Olio Rd                  | A            | A  | ---                    | --- | ---                        |
| 188     | Boden Rd              | 166th St - SR 38                    | B            | B  | ---                    | --- | ---                        |
| 189     | 166th St              | Summer Rd - Boden Rd                | A            | B  | ---                    | --- | ---                        |
| 190     | 166th St              | Union Chapel Rd - Summer Rd         | B            | B  | ---                    | --- | ---                        |
| 191     | 166th St              | Union Chapel Rd - Mercantile Rd     | B            | B  | ---                    | --- | ---                        |
| 192     | Town and Country Blvd | Union Chapel Rd & Mercantile Rd     | B            | C  | ---                    | --- | ---                        |
| 193     | Greenfield Ave        | 16th St - Allisonville Rd           | D            | E  | ---                    | --- | ---                        |
| 194     | Cherry Tree Rd        | 161st St - 171st St                 | B            | B  | ---                    | --- | ---                        |
| 196     | 161st St              | Gray Rd - Hazel Dell Rd             | B            | C  | ---                    | --- | ---                        |

| Seg. ID | Roadway            | Location                           | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|--------------------|------------------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                    |                                    | AM           | PM | AM                     | PM  |                            |
| 197     | 161st St           | Hazel Dell Rd - Seminole Rd        | B            | B  | ---                    | --- | ---                        |
| 198     | 161st St           | Seminole Rd - Cherry Tree Rd       | A            | C  | ---                    | --- | ---                        |
| 199a    | River Ave          | 160th Street - SR 32               | B            | B  | ---                    | --- | ---                        |
| 199b    | River Ave          | 160th Street - SR 32               | C            | C  | ---                    | --- | ---                        |
| 199c    | River Ave          | 160th Street - SR 32               | C            | C  | ---                    | --- | ---                        |
| 200     | Allisonville Rd    | 146th St - Christian St            | C            | C  | ---                    | --- | ---                        |
| 201     | Greenfield Ave     | 16th St - Herriman Blvd            | D            | E  | ---                    | --- | ---                        |
| 202     | Herriman Blvd      | Stony Creek Way - Greenfield Ave   | B            | C  | ---                    | --- | ---                        |
| 203     | Greenfield Ave     | SR 37 & Herriman Blvd              | D            | E  | ---                    | --- | ---                        |
| 204     | Cumberland Rd      | 166th St - Greenfield Ave          | B            | C  | ---                    | --- | ---                        |
| 205     | Union Chapel Rd    | 166th St - Greenfield Ave          | C            | D  | ---                    | --- | ---                        |
| 206     | Summer Rd          | 166th St - 156th St                | B            | B  | ---                    | --- | ---                        |
| 207     | Boden Rd           | 166th St - 156th St                | A            | C  | ---                    | --- | ---                        |
| 208     | Olio Rd            | 166th St - 156th St                | B            | B  | ---                    | --- | ---                        |
| 209     | Prairie Baptist Rd | 156th St - SR 38                   | A            | A  | ---                    | --- | ---                        |
| 210     | Cyntheanne Rd      | SR 38 - 156th St                   | A            | A  | ---                    | --- | ---                        |
| 211     | Atlantic Rd        | SR 38 - 156th St                   | A            | A  | ---                    | --- | ---                        |
| 212     | 156th St           | Cyntheanne Rd - Atlantic Rd        | A            | A  | ---                    | --- | ---                        |
| 213     | 156th St           | Prairie Baptist Rd - Cyntheanne Rd | A            | A  | ---                    | --- | ---                        |
| 214     | 156th St           | Prairie Baptist Rd - Olio Rd       | A            | A  | ---                    | --- | ---                        |
| 215     | 156th St           | Boden Rd - Olio Rd                 | A            | A  | ---                    | --- | ---                        |
| 216     | 156th St           | Boden Rd & Summer Rd               | B            | B  | ---                    | --- | ---                        |
| 217     | Summer Rd          | 156th St - Greenfield Ave          | B            | B  | ---                    | --- | ---                        |
| 218     | Greenfield Ave     | Summer Rd - 156th St               | C            | D  | ---                    | --- | ---                        |
| 219     | 156th St           | Summer Rd - Greenfield Ave         | A            | B  | ---                    | --- | ---                        |
| 220     | Greenfield Ave     | 156th St - Union Chapel Rd         | C            | D  | ---                    | --- | ---                        |

| Seg. ID | Roadway                    | Location                     | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|----------------------------|------------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                            |                              | AM           | PM | AM                     | PM  |                            |
| 221     | Greenfield Ave             | Union Chapel Rd - Howe Rd    | D            | E  | ---                    | --- | ---                        |
| 222     | Greenfield Ave             | Cumberland Rd - Howe Rd      | D            | E  | ---                    | --- | ---                        |
| 223     | Greenfield Ave             | SR 37 - Cumberland Rd        | B            | B  | ---                    | --- | ---                        |
| 224     | 160th St                   | River Ave - Cherry Tree Rd   | A            | B  | ---                    | --- | ---                        |
| 225     | Cherry Tree Rd             | 161st St - 160th St          | B            | C  | ---                    | --- | ---                        |
| 227     | 156th St                   | Gray Rd - Hazal Dell Rd      | A            | A  | ---                    | --- | ---                        |
| 228a    | Cherry Tree Rd             | 160th St - 146th St          | A            | A  | ---                    | --- | ---                        |
| 228b    | Cherry Tree Rd             | 160th St - 146th St          | A            | A  | ---                    | --- | ---                        |
| 229     | River Ave                  | 160th St - 146th St          | B            | C  | ---                    | --- | ---                        |
| 230a    | Cumberland Rd              | 146th Rd - Greenfield Ave    | A            | B  | ---                    | --- | ---                        |
| 230b    | Cumberland Rd              | 146th Rd - Greenfield Ave    | C            | D  | ---                    | --- | ---                        |
| 230c    | Cumberland Rd              | 146th Rd - Greenfield Ave    | A            | A  | ---                    | --- | ---                        |
| 231a    | Promise Rd/Union Chapel Rd | Greenfield Ave - 146th St    | C            | D  | ---                    | --- | ---                        |
| 231b    | Promise Rd/Union Chapel Rd | Greenfield Ave - 146th St    | C            | C  | ---                    | --- | ---                        |
| 232     | Greenfield Ave             | Marilyn Rd - Summer Rd       | C            | D  | ---                    | --- | ---                        |
| 233     | Olio Rd                    | 146th St - 156th St          | B            | C  | ---                    | --- | ---                        |
| 234     | Cyntheanne Rd              | 156th St - 146th St          | A            | A  | ---                    | --- | ---                        |
| 235     | Atlantic Rd                | 156th St - 146th St          | A            | A  | ---                    | --- | ---                        |
| 236a    | Howe Rd                    | 146th St - Greenfield Ave    | C            | C  | ---                    | --- | ---                        |
| 236b    | Howe Rd                    | 146th St - Greenfield Ave    | C            | C  | ---                    | --- | ---                        |
| 237     | North Pointe Blvd          | 146th St - Cumberland Rd     | B            | B  | ---                    | --- | ---                        |
| 238     | Herriman Blvd              | Stony Creek Way - 146th St   | C            | C  | ---                    | --- | ---                        |
| 249     | Marilyn Rd                 | 146th St - Greenfield Ave    | B            | C  | ---                    | --- | ---                        |
| 251     | Greenfield Ave             | Marilyn Rd - Boden Rd        | C            | D  | ---                    | --- | ---                        |
| 252     | Boden Rd                   | Greenfield Ave - Campus Pkwy | B            | B  | ---                    | --- | ---                        |



| Seg. ID | Roadway                   | Location                           | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|---------------------------|------------------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                           |                                    | AM           | PM | AM                     | PM  |                            |
| 253     | 146th St                  | Boden Rd - Bergen Blvd             | C            | C  | ---                    | --- | ---                        |
| 254     | 146th St                  | Bergen Blvd - Olio Rd              | B            | C  | ---                    | --- | ---                        |
| 255     | 146th St                  | Olio Rd - Prairie Baptist Rd       | A            | B  | ---                    | --- | ---                        |
| 256     | 146th St                  | Prairie Baptist Rd - Cyntheanne Rd | A            | A  | ---                    | --- | ---                        |
| 257     | 146th St                  | Cyntheanne Rd - Atlantic Rd        | A            | A  | ---                    | --- | ---                        |
| 258     | Cyntheanne Rd             | 146th St - 136th St                | A            | A  | ---                    | --- | ---                        |
| 259a    | 141st St                  | Olio Rd - Prairie Baptist Rd       | A            | A  | ---                    | --- | ---                        |
| 259b    | 141st St                  | Olio Rd - Prairie Baptist Rd       | A            | B  | ---                    | --- | ---                        |
| 260     | Olio Rd                   | 146th St - 141st St                | A            | A  | ---                    | --- | ---                        |
| 261     | 141st St                  | Bergen Blvd - Olio Rd              | A            | A  | ---                    | --- | ---                        |
| 263a    | Tegler Dr                 | Corporate Pkwy - Bergen Blvd       | B            | B  | ---                    | --- | ---                        |
| 263b    | Tegler Dr                 | Corporate Pkwy - Bergen Blvd       | A            | A  | ---                    | --- | ---                        |
| 266     | Marilyn Rd                | Campus Pkwy - 141st St             | B            | C  | ---                    | --- | ---                        |
| 268     | Promise Rd                | 141st St - 146th St                | B            | C  | ---                    | --- | ---                        |
| 269     | Howe Rd                   | 146th St - 141st St                | C            | C  | ---                    | --- | ---                        |
| 270     | 141st St                  | Howe Rd - Promise Rd               | C            | C  | ---                    | --- | ---                        |
| 271     | 141st St                  | Marilyn Rd - Promise Rd            | B            | C  | ---                    | --- | ---                        |
| 272     | Marilyn Rd                | 136th St - 141st St                | B            | C  | ---                    | --- | ---                        |
| 273     | Brooks School Rd          | 136th St - Harrell Pkwy            | C            | D  | ---                    | --- | ---                        |
| 274     | Corporate Pkwy            | 136th St - Harrell Pkwy            | A            | B  | ---                    | --- | ---                        |
| 275     | 136th St                  | Marilyn Rd - Brooks School Rd      | A            | B  | ---                    | --- | ---                        |
| 276     | 136th St                  | Brooks School Rd - Corporate Pkwy  | B            | C  | ---                    | --- | ---                        |
| 277     | 136th St                  | Corporate Pkwy - Howard Dr         | B            | C  | ---                    | --- | ---                        |
| 279     | Seminole Rd/Mill Creek Rd | 161st St - 169th St                | A            | A  | ---                    | --- | ---                        |

| Seg. ID | Roadway            | Location                            | Existing LOS |    | Existing Mitigated LOS |     | Existing Mitigations/Notes |
|---------|--------------------|-------------------------------------|--------------|----|------------------------|-----|----------------------------|
|         |                    |                                     | AM           | PM | AM                     | PM  |                            |
| 280     | Prairie Baptist Rd | 146th St - 156th St                 | A            | A  | ---                    | --- | ---                        |
| 281     | Union Chapel Rd    | Town and Country Blvd - Pleasant St | A            | A  | ---                    | --- | ---                        |
| 282a    | 8th St             | Walnut St - Cherry St               | D            | E  | ---                    | --- | ---                        |
| 282b    | 8th St             | Walnut St - Cherry St               | D            | E  | ---                    | --- | ---                        |
| 283     | 8th St             | Christian St - Walnut St            | D            | D  | ---                    | --- | ---                        |
| 284     | Cumberland Rd      | Allisonville Rd - Riverwood Ave     | B            | C  | ---                    | --- | ---                        |
| 285     | Cumberland Rd      | Riverwood Ave - 206th St            | C            | C  | ---                    | --- | ---                        |

Note: Italicized roadway segments are not controlled by the City of Noblesville.

TABLE 6 – 10-YEAR ROADWAY SEGMENT LEVEL OF SERVICE RESULTS

| Seg. ID | Roadway           | Segment                           | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|-------------------|-----------------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                   |                                   | AM          | PM | AM                    | PM  |                           |
| 1       | 216th St          | Hinkle Rd - Little Chicago Rd     | A           | B  | ---                   | --- | ---                       |
| 2       | 216th St          | Little Chicago Rd - Mill Creek Rd | A           | B  | ---                   | --- | ---                       |
| 3       | Schuller Rd       | 221st St - 211th St               | A           | B  | ---                   | --- | ---                       |
| 4       | Hague Rd          | North of 216th St                 | B           | C  | ---                   | --- | ---                       |
| 5       | 216th St          | Hague Rd - SR 19                  | B           | B  | ---                   | --- | ---                       |
| 6       | Cumberland Rd     | North of 206th St                 | B           | B  | ---                   | --- | ---                       |
| 7       | Overdorf Rd       | North of 211th St                 | A           | A  | ---                   | --- | ---                       |
| 8       | Riverwood Ave     | North of 211th St                 | B           | A  | ---                   | --- | ---                       |
| 9       | 216th St          | SR 37 - Creek Rd                  | A           | A  | ---                   | --- | ---                       |
| 18      | Hague Rd          | 211th St - 216th St               | B           | C  | ---                   | --- | ---                       |
| 19      | Mill Creek Rd     | 211th S - 216th St                | A           | B  | ---                   | --- | ---                       |
| 20      | Little Chicago Rd | 211th St - 216th St               | B           | B  | ---                   | --- | ---                       |
| 21      | Hinkle Rd         | 216th St - SR 38                  | A           | A  | ---                   | --- | ---                       |
| 22      | 211th St          | Mill Creek Rd - Schuller Rd       | C           | D  | ---                   | --- | ---                       |
| 23      | Carrigan Rd       | Harbor Dr - Hague Rd              | D           | E  | ---                   | --- | ---                       |
| 24      | Hague Rd          | Carrigan Rd - 211th St (James Rd) | B           | C  | ---                   | --- | ---                       |
| 25      | 211th St          | Hague Rd - James Rd               | A           | A  | ---                   | --- | ---                       |
| 26      | Overdorf Rd       | 211th St - 206th St               | A           | A  | ---                   | --- | ---                       |
| 27      | 211th St          | Overdorf Rd - Riverwood Ave       | A           | A  | ---                   | --- | ---                       |
| 28      | 211th St          | SR 37 - Creek Rd                  | A           | A  | ---                   | --- | ---                       |
| 42      | 206th St          | Creek Rd - SR 37                  | B           | B  | ---                   | --- | ---                       |
| 43      | Riverwood Ave     | 206th St - 211th St               | A           | A  | ---                   | --- | ---                       |
| 44      | 206th St          | Riverwood Ave - Overdorf Rd       | B           | C  | ---                   | --- | ---                       |
| 45      | 206th St          | Overdorf Rd - Cumberland Rd       | B           | B  | ---                   | --- | ---                       |
| 46      | 206th St          | Cumberland Rd - Edith Ave         | C           | E  | ---                   | --- | ---                       |
| 47      | 206th St          | Edith Ave - Cicero Rd (SR 19)     | C           | D  | ---                   | --- | ---                       |
| 48      | 206th St          | Cicero Rd (SR 19) - James Rd      | C           | D  | ---                   | --- | ---                       |
| 49      | 206th St          | James Rd - Hague Rd               | B           | D  | ---                   | --- | ---                       |
| 50      | Hague Rd          | Carrigan Rd - 206th St            | D           | E  | ---                   | --- | ---                       |

| Seg. ID | Roadway                  | Segment                         | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|--------------------------|---------------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                          |                                 | AM          | PM | AM                    | PM  |                           |
| 51      | Little Chicago Rd        | Buttonwood Rd - 211th St        | D           | D  | ---                   | --- | ---                       |
| 52      | Hague Rd                 | 206th St - 196th St             | C           | D  | ---                   | --- | ---                       |
| 53      | James Rd                 | 196th St - 206th St             | A           | A  | ---                   | --- | ---                       |
| 54      | <i>Cicero Rd (SR 19)</i> | 206th St - 196th St             | D           | D  | ---                   | --- | ---                       |
| 55      | Edith Ave                | 206th St - Riverwood Ave        | A           | A  | ---                   | --- | ---                       |
| 56      | Riverwood Ave            | Edith Ave - Cumberland Rd       | A           | A  | ---                   | --- | ---                       |
| 57      | Riverwood Ave            | Cumberland Rd - Overdorf Rd     | A           | A  | ---                   | --- | ---                       |
| 58      | Overdorf Rd              | 206th St - Riverwood Ave        | A           | A  | ---                   | --- | ---                       |
| 59      | Riverwood Ave            | Overdorf Rd - 206th St          | A           | A  | ---                   | --- | ---                       |
| 68      | Promise Rd               | SR 37 - 196th St                | C           | C  | ---                   | --- | ---                       |
| 69      | Moontown Rd              | 191st St - SR 38                | A           | B  | ---                   | --- | ---                       |
| 70      | 196th St                 | Hague Rd - James Rd             | C           | C  | ---                   | --- | ---                       |
| 71      | 196th St                 | James Rd - SR 19                | C           | C  | ---                   | --- | ---                       |
| 72      | Allisonville Rd          | Cumberland Rd - 10th St         | B           | B  | ---                   | --- | ---                       |
| 73      | Allisonville Rd          | Cumberland Rd - SR 37           | B           | B  | ---                   | --- | ---                       |
| 74      | 196th St                 | Promise Rd - Summer Rd          | A           | A  | ---                   | --- | ---                       |
| 89      | Summer Rd                | 196th St - 191st St             | A           | A  | ---                   | --- | ---                       |
| 90      | Promise Rd               | 196th St - 191st St             | C           | C  | ---                   | --- | ---                       |
| 91      | Cumberland Rd            | Allisonville Rd - 191st St      | D           | E  | ---                   | --- | ---                       |
| 92      | <i>Cicero Rd (SR 19)</i> | 196th St - Field Dr             | F           | F  | C                     | D   | Widen from 2 to 4 lanes   |
| 93a     | Hague Rd                 | 196th St – Lakeview Dr          | D           | E  | ---                   | --- | ---                       |
| 93b     | Hague Rd                 | 196th St – Lakeview Dr          | B           | B  | ---                   | --- | ---                       |
| 94      | 191st St                 | Little Chicago Rd - Moontown Rd | C           | C  | ---                   | --- | ---                       |
| 95      | Little Chicago Rd        | 191st St - SR 32                | A           | B  | ---                   | --- | ---                       |
| 96      | Mill Creek Rd            | SR 38 - SR 32                   | A           | B  | ---                   | --- | ---                       |
| 97      | Hague Rd                 | Lakeview Dr - SR 38             | B           | B  | ---                   | --- | ---                       |
| 98      | 10th St                  | Field Dr - 191st St             | D           | D  | ---                   | --- | ---                       |
| 99      | 191st St                 | Cumberland Rd - 10th St         | B           | C  | ---                   | --- | ---                       |

| Seg. ID | Roadway                  | Segment                     | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|--------------------------|-----------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                          |                             | AM          | PM | AM                    | PM  |                           |
| 100     | 191st St                 | Cumberland Rd - SR 37       | D           | E  | ---                   | --- | ---                       |
| 101     | 191st St                 | SR 37 - Promise Rd          | C           | C  | ---                   | --- | ---                       |
| 102     | 191st St                 | Promise Rd - Mallery Rd     | B           | B  | ---                   | --- | ---                       |
| 103     | 191st St                 | Mallery Rd - Summer Rd      | B           | B  | ---                   | --- | ---                       |
| 115     | Mallery Rd               | 191st St - 181st St         | A           | A  | ---                   | --- | ---                       |
| 116     | Promise Rd               | 191st St - 186th St         | D           | D  | ---                   | --- | ---                       |
| 117     | 186th St                 | Promise Rd - SR 37          | B           | C  | ---                   | --- | ---                       |
| 118     | 186th St                 | SR 37 - Cumberland Rd       | D           | E  | ---                   | --- | ---                       |
| 119     | Cumberland Rd            | 191st St - 186th St         | B           | C  | ---                   | --- | ---                       |
| 120     | Field Dr                 | Cumberland Rd - 16th St     | D           | E  | ---                   | --- | ---                       |
| 121     | Field Dr                 | 16th St - 10th St           | D           | E  | ---                   | --- | ---                       |
| 122     | Field Dr                 | 10th St - Cicero Rd (SR 19) | E           | E  | ---                   | --- | ---                       |
| 123     | Moontown Rd              | SR 32 - 191st St            | B           | C  | ---                   | --- | ---                       |
| 124     | Hague Rd                 | SR 32 - SR 38               | B           | B  | ---                   | --- | ---                       |
| 125     | River Ave                | SR 32 - SR 38               | C           | C  | ---                   | --- | ---                       |
| 126     | N Lakeview Dr            | Lakeview Dr - SR 32         | C           | D  | ---                   | --- | ---                       |
| 127     | 10th St                  | Monument St - Field Dr      | C           | D  | ---                   | --- | ---                       |
| 128     | 16th St                  | Field Dr - Monument St      | B           | B  | ---                   | --- | ---                       |
| 129     | Cumberland Rd            | Monument St - Field Dr      | C           | C  | ---                   | --- | ---                       |
| 130     | Promise Rd               | 181st St - 186th St         | D           | E  | ---                   | --- | ---                       |
| 144     | 181st St                 | Deshane Ave - Mallery Rd    | A           | A  | ---                   | --- | ---                       |
| 145     | 181st St                 | Mallery Rd - Promise Rd     | A           | A  | ---                   | --- | ---                       |
| 146     | Monument St              | Cumberland Rd - 16th St     | C           | B  | ---                   | --- | ---                       |
| 147     | <i>Cicero Rd (SR 19)</i> | Field Dr - Logan St         | D           | E  | ---                   | --- | ---                       |
| 148     | 10th St                  | Monument St - Logan St      | C           | D  | ---                   | --- | ---                       |
| 149     | 16th St                  | Monument St - Logan St      | B           | C  | ---                   | --- | ---                       |
| 150     | Cumberland Rd            | Monument St - Conner St     | C           | D  | ---                   | --- | ---                       |
| 151     | Promise Rd               | SR 32 - 181st St            | D           | E  | ---                   | --- | ---                       |

| Seg. ID | Roadway               | Segment                             | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|-----------------------|-------------------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                       |                                     | AM          | PM | AM                    | PM  |                           |
| 162     | Pleasant St           | Presley Dr - Union Chapel Rd        | A           | A  | ---                   | --- | ---                       |
| 163     | Presley Dr            | SR 32 - Pleasant St                 | B           | B  | ---                   | --- | ---                       |
| 164     | Pleasant St           | 19th St - Clover Rd                 | C           | D  | ---                   | --- | ---                       |
| 165     | Cherry St             | 16th St - 19th St                   | A           | A  | ---                   | --- | ---                       |
| 166     | Cherry St             | 10th St - 16th St                   | A           | A  | ---                   | --- | ---                       |
| 167     | Pleasant St           | 16th St - 10th St                   | C           | D  | ---                   | --- | ---                       |
| 168a    | Pleasant St           | 8th St - 10th St                    | E           | E  | ---                   | --- | ---                       |
| 168b    | Pleasant St           | 2nd St - 8th St                     | D           | E  | ---                   | --- | ---                       |
| 169     | Cherry Tree Rd        | SR 32 - 171st St                    | A           | B  | ---                   | --- | ---                       |
| 170     | Willow view Rd        | 171st St - SR 32                    | A           | A  | ---                   | --- | ---                       |
| 171     | Mill Creek Rd         | SR 32 - 171st St                    | A           | B  | ---                   | --- | ---                       |
| 173     | 169th St              | Hazel Dell Rd - Gray Rd             | B           | C  | ---                   | --- | ---                       |
| 174     | 169th St              | Hazel Dell Rd - Seminole Rd         | A           | B  | ---                   | --- | ---                       |
| 175     | 171st St              | Seminole Rd - Willow view Rd        | A           | B  | ---                   | --- | ---                       |
| 176     | 171st St              | Willow view Rd – Cherry tree Rd     | B           | B  | ---                   | --- | ---                       |
| 177     | Allisonville Rd       | Pleasant St - Christian Rd          | E           | E  | ---                   | --- | ---                       |
| 178     | 16th St               | Greenfield Ave - Pleasant St        | A           | B  | ---                   | --- | ---                       |
| 179     | Mercantile Rd         | Town and Country Blvd - Pleasant St | C           | D  | ---                   | --- | ---                       |
| 185     | 166th St              | SR 38 - Olio Rd                     | A           | A  | ---                   | --- | ---                       |
| 186     | Olio Rd               | SR 38 - 166th St                    | C           | C  | ---                   | --- | ---                       |
| 187     | 166th St              | Boden Rd - Olio Rd                  | B           | C  | ---                   | --- | ---                       |
| 188     | Boden Rd              | 166th St - SR 38                    | C           | D  | ---                   | --- | ---                       |
| 189     | 166th St              | Summer Rd - Boden Rd                | B           | C  | ---                   | --- | ---                       |
| 190     | 166th St              | Union Chapel Rd - Summer Rd         | C           | D  | ---                   | --- | ---                       |
| 191     | 166th St              | Union Chapel Rd - Mercantile Rd     | C           | C  | ---                   | --- | ---                       |
| 192     | Town and Country Blvd | Union Chapel Rd & Mercantile Rd     | B           | C  | ---                   | --- | ---                       |
| 193     | Greenfield Ave        | 16th St - Allisonville Rd           | F           | F  | D                     | D   | Widen from 2 to 4 lanes*  |
| 194     | Cherry Tree Rd        | 161st St - 171st St                 | B           | B  | ---                   | --- | ---                       |
| 196     | 161st St              | Gray Rd - Hazel Dell Rd             | C           | C  | ---                   | --- | ---                       |

| Seg. ID | Roadway            | Segment                            | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|--------------------|------------------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                    |                                    | AM          | PM | AM                    | PM  |                           |
| 197     | 161st St           | Hazel Dell Rd - Seminole Rd        | B           | C  | ---                   | --- | ---                       |
| 198     | 161st St           | Seminole Rd - Cherry Tree Rd       | B           | D  | ---                   | --- | ---                       |
| 199a    | River Ave          | 160th Street - SR 32               | B           | B  | ---                   | --- | ---                       |
| 199b    | River Ave          | 160th Street - SR 32               | C           | C  | ---                   | --- | ---                       |
| 199c    | River Ave          | 160th Street - SR 32               | C           | C  | ---                   | --- | ---                       |
| 200     | Allisonville Rd    | 146th St - Christian St            | C           | C  | ---                   | --- | ---                       |
| 201     | Greenfield Ave     | 16th St - Herriman Blvd            | F           | F  | D                     | D   | Widen from 2 to 4 lanes*  |
| 202     | Herriman Blvd      | Stony Creek Way - Greenfield Ave   | B           | C  | ---                   | --- | ---                       |
| 203     | Greenfield Ave     | SR 37 & Herriman Blvd              | F           | F  | D                     | D   | Widen from 2 to 4 lanes*  |
| 204     | Cumberland Rd      | 166th St - Greenfield Ave          | D           | D  | ---                   | --- | ---                       |
| 205     | Union Chapel Rd    | 166th St - Greenfield Ave          | D           | E  | ---                   | --- | ---                       |
| 206     | Summer Rd          | 166th St - 156th St                | B           | B  | ---                   | --- | ---                       |
| 207     | Boden Rd           | 166th St - 156th St                | C           | E  | ---                   | --- | ---                       |
| 208     | Olio Rd            | 166th St - 156th St                | F           | F  | B                     | C   | Widen from 2 to 4 lanes   |
| 209     | Prairie Baptist Rd | 156th St - SR 38                   | D           | E  | ---                   | --- | ---                       |
| 210     | Cyntheanne Rd      | SR 38 - 156th St                   | A           | A  | ---                   | --- | ---                       |
| 211     | Atlantic Rd        | SR 38 - 156th St                   | A           | A  | ---                   | --- | ---                       |
| 212     | 156th St           | Cyntheanne Rd - Atlantic Rd        | A           | A  | ---                   | --- | ---                       |
| 213     | 156th St           | Prairie Baptist Rd - Cyntheanne Rd | A           | A  | ---                   | --- | ---                       |
| 214     | 156th St           | Prairie Baptist Rd - Olio Rd       | A           | B  | ---                   | --- | ---                       |
| 215     | 156th St           | Boden Rd - Olio Rd                 | C           | D  | ---                   | --- | ---                       |
| 216     | 156th St           | Boden Rd & Summer Rd               | C           | C  | ---                   | --- | ---                       |
| 217     | Summer Rd          | 156th St - Greenfield Ave          | B           | B  | ---                   | --- | ---                       |
| 218     | Greenfield Ave     | Summer Rd - 156th St               | F           | F  | C                     | D   | Widen from 2 to 4 lanes   |
| 219     | 156th St           | Summer Rd - Greenfield Ave         | B           | C  | ---                   | --- | ---                       |
| 220     | Greenfield Ave     | 156th St - Union Chapel Rd         | F           | F  | C                     | E   | Widen from 2 to 4 lanes   |



| Seg. ID | Roadway                    | Segment                    | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|----------------------------|----------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                            |                            | AM          | PM | AM                    | PM  |                           |
| 221     | Greenfield Ave             | Union Chapel Rd - Howe Rd  | F           | F  | C                     | E   | Widen from 2 to 4 lanes   |
| 222     | Greenfield Ave             | Cumberland Rd - Howe Rd    | F           | F  | C                     | E   | Widen from 2 to 4 lanes   |
| 223     | Greenfield Ave             | SR 37 - Cumberland Rd      | E           | F  | C                     | D   | Widen from 2 to 4 lanes   |
| 224     | 160th St                   | River Ave - Cherry Tree Rd | B           | C  | ---                   | --- | ---                       |
| 225     | Cherry Tree Rd             | 161st St - 160th St        | B           | D  | ---                   | --- | ---                       |
| 227     | 156th St                   | Gray Rd - Hazal Dell Rd    | C           | C  | ---                   | --- | ---                       |
| 228a    | Cherry Tree Rd             | 160th St - 146th St        | A           | B  | ---                   | --- | ---                       |
| 228b    | Cherry Tree Rd             | 160th St - 146th St        | A           | B  | ---                   | --- | ---                       |
| 229     | River Ave                  | 160th St - 146th St        | C           | D  | ---                   | --- | ---                       |
| 230a    | Cumberland Rd              | 146th Rd - Greenfield Ave  | A           | B  | ---                   | --- | ---                       |
| 230b    | Cumberland Rd              | 146th Rd - Greenfield Ave  | E           | E  | ---                   | --- | ---                       |
| 230c    | Cumberland Rd              | 146th Rd - Greenfield Ave  | C           | D  | ---                   | --- | ---                       |
| 231a    | Promise Rd/Union Chapel Rd | Greenfield Ave - 146th St  | D           | E  | ---                   | --- | ---                       |
| 231b    | Promise Rd/Union Chapel Rd | Greenfield Ave - 146th St  | D           | E  | ---                   | --- | ---                       |
| 232     | Greenfield Ave             | Marilyn Rd - Summer Rd     | F           | F  | C                     | E   | Widen from 2 to 4 lanes   |
| 233     | Olio Rd                    | 146th St - 156th St        | F           | F  | C                     | C   | Widen from 4 to 6 lanes   |
| 234     | Cyntheanne Rd              | 156th St - 146th St        | B           | B  | ---                   | --- | ---                       |
| 235     | Atlantic Rd                | 156th St - 146th St        | A           | A  | ---                   | --- | ---                       |
| 236a    | Howe Rd                    | 146th St - Greenfield Ave  | D           | D  | ---                   | --- | ---                       |
| 236b    | Howe Rd                    | 146th St - Greenfield Ave  | C           | D  | ---                   | --- | ---                       |
| 237     | North Pointe Blvd          | 146th St - Cumberland Rd   | D           | E  | ---                   | --- | ---                       |
| 238     | Herriman Blvd              | Stony Creek Way - 146th St | C           | C  | ---                   | --- | ---                       |
| 249     | Marilyn Rd                 | 146th St - Greenfield Ave  | C           | C  | ---                   | --- | ---                       |
| 251     | Greenfield Ave             | Marilyn Rd - Boden Rd      | F           | F  | C                     | E   | Widen from 2 to 4 lanes   |

| Seg. ID | Roadway          | Segment                            | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|------------------|------------------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                  |                                    | AM          | PM | AM                    | PM  |                           |
| 252     | Boden Rd         | Greenfield Ave - Campus Pkwy       | D           | F  | C                     | D   | Widen from 4 to 6 lanes   |
| 253     | 146th St         | Boden Rd - Bergen Blvd             | F           | F  | C                     | D   | Widen from 2 to 4 lanes   |
| 254     | 146th St         | Bergen Blvd - Olio Rd              | F           | F  | C                     | D   | Widen from 2 to 4 lanes   |
| 255     | 146th St         | Olio Rd - Prairie Baptist Rd       | F           | F  | D                     | D   | Widen from 2 to 4 lanes   |
| 256     | 146th St         | Prairie Baptist Rd - Cyntheanne Rd | A           | A  | ---                   | --- | ---                       |
| 257     | 146th St         | Cyntheanne Rd - Atlantic Rd        | A           | A  | ---                   | --- | ---                       |
| 258     | Cyntheanne Rd    | 146th St - 136th St                | A           | A  | ---                   | --- | ---                       |
| 259a    | 141st St         | Olio Rd - Prairie Baptist Rd       | F           | F  | C                     | D   | Widen from 2 to 4 lanes** |
| 259b    | 141st St         | Olio Rd - Prairie Baptist Rd       | F           | F  | C                     | C   | Widen from 2 to 4 lanes** |
| 260     | Olio Rd          | 146th St - 141st St                | B           | B  | ---                   | --- | ---                       |
| 261     | 141st St         | Bergen Blvd - Olio Rd              | C           | C  | ---                   | --- | ---                       |
| 263a    | Tegler Dr        | Corporate Pkwy - Bergen Blvd       | C           | D  | ---                   | --- | ---                       |
| 263b    | Tegler Dr        | Corporate Pkwy - Bergen Blvd       | A           | B  | ---                   | --- | ---                       |
| 266     | Marilyn Rd       | Campus Pkwy - 141st St             | C           | D  | ---                   | --- | ---                       |
| 268     | Promise Rd       | 141st St - 146th St                | C           | D  | ---                   | --- | ---                       |
| 269     | Howe Rd          | 146th St - 141st St                | C           | C  | ---                   | --- | ---                       |
| 270     | 141st St         | Howe Rd - Promise Rd               | C           | C  | ---                   | --- | ---                       |
| 271     | 141st St         | Marilyn Rd - Promise Rd            | D           | E  | ---                   | --- | ---                       |
| 272     | Marilyn Rd       | 136th St - 141st St                | C           | D  | ---                   | --- | ---                       |
| 273     | Brooks School Rd | 136th St - Harrell Pkwy            | D           | E  | ---                   | --- | ---                       |
| 274     | Corporate Pkwy   | 136th St - Harrell Pkwy            | A           | B  | ---                   | --- | ---                       |
| 275     | 136th St         | Marilyn Rd - Brooks School Rd      | B           | B  | ---                   | --- | ---                       |
| 276     | 136th St         | Brooks School Rd - Corporate Pkwy  | B           | C  | ---                   | --- | ---                       |
| 277     | 136th St         | Corporate Pkwy - Howard Dr         | B           | C  | ---                   | --- | ---                       |

| Seg. ID | Roadway                   | Segment                                | 10-Year LOS |    | 10-Year Mitigated LOS |     | 10-Year Mitigations/Notes |
|---------|---------------------------|----------------------------------------|-------------|----|-----------------------|-----|---------------------------|
|         |                           |                                        | AM          | PM | AM                    | PM  |                           |
| 279     | Seminole Rd/Mill Creek Rd | 161st St - 169th St                    | A           | B  | ---                   | --- | ---                       |
| 280     | Prairie Baptist Rd        | 146th St - 156th St                    | F           | F  | C                     | C   | Widen from 2 to 4 lanes   |
| 281     | Union Chapel Rd           | Town and Country Blvd - Pleasant St    | A           | B  | ---                   | --- | ---                       |
| 282a    | 8th St                    | Walnut St - Cherry St                  | E           | E  | ---                   | --- | ---                       |
| 282b    | 8th St                    | Walnut St - Cherry St                  | E           | E  | ---                   | --- | ---                       |
| 283     | 8th St                    | Christian St - Walnut St               | F           | F  | D                     | D   | Widen from 2 to 4 lanes   |
| 284     | Cumberland Rd             | Allisonville Rd - Riverwood Ave        | C           | E  | ---                   | --- | ---                       |
| 285     | Cumberland Rd             | Riverwood Ave - 206th St               | C           | C  | ---                   | --- | ---                       |
| 286     | 141st St Extension        | Prairie Baptist Road - Cyntheanne Road | A           | A  | ---                   | --- | ---                       |
| 287     | Presley Drive Extension   | Phillip Dr - 186th St                  | A           | A  | ---                   | --- | ---                       |
| 288     | 141st Street (Extension)  | Marilyn Rd - Brooks School Rd          | A           | B  | ---                   | --- | ---                       |
| 289     | Pleasant Street           | SR 32/Hague Rd – 19 <sup>th</sup> St   | D           | E  | ---                   | --- | ---                       |

\*A previous grant study has shown that there is no need to widen these roadway segments. Therefore, no cost is applicable.

\*\*Masterplan development documents have shown the roadway will remain as two lanes. Therefore, no cost is applicable.

Note: Italicized roadway segments are not controlled by the City of Noblesville.

## ***SCHEDULE OF IMPROVEMENTS***

The recommended intersection and roadway improvements identified in this study should be reviewed on a yearly basis to determine an implementation schedule that addresses those areas that are most impacted by traffic generated from new development.

## ***ESTIMATED CONSTRUCTION COSTS***

The year 2023 construction costs were developed using the Indianapolis MPO Cost Estimate Spreadsheet. The intersection unit construction cost inputs for this sheet were estimated based on 2023 bid documents for various projects within the greater Indianapolis area. The roadway segment unit construction costs were taken from the INDOT Cost Estimate Sheet. **Table 7** is a summary of the 2023 unit costs used to formulate the construction costs for each intersection and roadway segment improvement. The table also shows a comparison of the 2020 and 2023 construction costs as well as a calculation of yearly inflation of prices. Finally, the table also includes the Federal Highway Administration's National Highway Construction Cost Indices and the annual percentage increase of these indices.

TABLE 7 – INFLATION OF CONSTRUCTION COSTS

| Unit Item                            | 2020 Cost         | 2023 Cost         | Annual Percentage Increase |
|--------------------------------------|-------------------|-------------------|----------------------------|
| Turn Lane                            | \$160,000.00      | \$350,000.00      | 39.58%                     |
| New Traffic Signal                   | \$150,000.00      | \$240,000.00      | 20.00%                     |
| Single-Lane Roundabout               | \$1,250,000.00    | \$2,000,000.00    | 20.00%                     |
| Double-Lane Roundabout               | \$1,600,000.00    | \$2,800,000.00    | 25.00%                     |
| 1 Mile of 2-Lane Road                | \$3,370,000.00*   | \$5,220,000.00*   | 18.30%                     |
| 1 Mile of Widening from 2 to 4 Lanes | \$3,460,000.00*   | \$5,370,000.00*   | 18.40%                     |
| FHWA Construction Cost Indices       | 2020 Cost Indices | 2023 Cost Indices | Annual Percentage Increase |
| NHCCI                                | 1.911             | 2.962             | 18.33%                     |
| NHCCI Seasonally Adjusted            | 1.933             | 2.926             | 17.12%                     |

\*These are approximate construction costs. Actual construction costs may vary from one roadway segment to another.

**Table 8** is a summary of the estimated construction costs that will be required to bring the intersections up to acceptable baseline level of service standards (LOS D) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions (Today's Cost) and the projected 10-year traffic conditions (10-Year Cost). All construction estimates are based on year 2023 construction costs.

**Table 9** is a summary of the estimated construction costs that will be required to bring the roadways up to acceptable baseline level of service standards (LOS E) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions (Today's Cost) and the projected 10-year traffic conditions (10-Year Cost). All construction estimates are based on year 2023 construction costs.

A percentage has been applied to the total intersection and roadway segment costs in order to estimate the cost of utility work for each improvement. This cost may include the cost to reroute, remove, or move existing utilities within the right of way in order to complete the proposed intersection and/or roadway segment improvements. For this Zone Improvement Plan, a rate of 10% of the total improvement costs was assumed to cover construction costs related to utilities. However, this 10% was not applied to the cost of the Pleasant Street Extension Project. The construction costs shown in **Table 8** and **Table 9** do not include utility costs. The utility costs are shown in **Table 10**.

TABLE 8 – ESTIMATED INTERSECTION CONSTRUCTION COSTS

| Int. ID | Intersection                                      | Today's Cost | Ten-year Cost | Applicable Impact Fee |
|---------|---------------------------------------------------|--------------|---------------|-----------------------|
| 5       | <i>216th St &amp; SR 19</i>                       | \$0          | \$1,535,000   | \$1,535,000           |
| 6       | <i>216th St &amp; SR 37</i>                       | \$0          | \$0           | \$0                   |
| 21      | 211th St & Harbor Dr/Oakbay Dr                    | \$0          | \$3,070,000   | \$3,070,000           |
| 22      | 211th St & Schulley Rd                            | \$0          | \$0           | \$0                   |
| 26      | 206th St & Hague Rd                               | \$1,450,000  | \$3,070,000   | \$1,620,000           |
| 27      | 206th St & James Rd                               | \$0          | \$0           | \$0                   |
| 28      | <i>206th St &amp; SR 19</i>                       | \$0          | \$1,610,000   | \$1,610,000           |
| 42      | <i>SR 37 &amp; Promise Rd</i>                     | \$0          | \$1,535,000   | \$1,535,000           |
| 44      | Cumberland Rd & Riverwood Ave                     | \$0          | \$0           | \$0                   |
| 46      | <i>SR 38 &amp; Hinkle Rd</i>                      | \$0          | \$0           | \$0                   |
| 49      | <i>196th St &amp; SR 19</i>                       | \$1,535,000  | \$1,842,500   | \$307,500             |
| 51      | <i>Allisonville Rd &amp; SR 37</i>                | \$0          | \$1,842,500   | \$1,842,500           |
| 72      | 191st St & Promise Rd                             | \$0          | \$3,070,000   | \$3,070,000           |
| 73      | <i>191st St &amp; SR 37</i>                       | \$0          | \$0           | \$0                   |
| 74      | 191st St & Cumberland Rd                          | \$0          | \$3,070,000   | \$3,070,000           |
| 76      | <i>SR 38 &amp; Mill Creek Rd</i>                  | \$0          | \$1,842,500   | \$1,842,500           |
| 77      | <i>SR 38 &amp; Little Chicago Rd</i>              | \$0          | \$530,000     | \$530,000             |
| 80      | <i>SR 38 &amp; Harbour Dr</i>                     | \$0          | \$0           | \$0                   |
| 81      | <i>SR 38 &amp; Oakmont Dr</i>                     | \$0          | \$0           | \$0                   |
| 82      | Hague Rd & Lakeview Dr                            | \$0          | \$3,685,000   | \$3,685,000           |
| 83      | Cicero Rd (SR 19) & Field Dr                      | \$7,500      | \$0           | (\$7,500)             |
| 84      | 10th St & Field Dr                                | \$0          | \$1,080,000   | \$1,080,000           |
| 85      | Field Dr & 16th St                                | \$0          | \$0           | \$0                   |
| 86      | Field Dr & Cumberland Rd                          | \$0          | \$530,000     | \$530,000             |
| 87      | <i>186th St &amp; SR 37</i>                       | \$0          | \$0           | \$0                   |
| 88      | 186th St & Promise Rd                             | \$0          | \$3,070,000   | \$3,070,000           |
| 103     | 181st St & Promise Rd                             | \$0          | \$3,070,000   | \$3,070,000           |
| 107     | <i>Logan St &amp; SR 38</i>                       | \$921,250*   | \$1,842,500   | \$921,250             |
| 108     | <i>SR 38 &amp; River Ave</i>                      | \$0          | \$1,842,500   | \$1,842,500           |
| 109     | <i>Hague Rd &amp; SR 38</i>                       | \$0          | \$530,000     | \$530,000             |
| 110     | <i>SR 32 &amp; Moontown Rd</i>                    | \$0          | \$0           | \$0                   |
| 111     | <i>SR 32 &amp; Little Chicago Rd</i>              | \$0          | \$0           | \$0                   |
| 112     | <i>SR 32 &amp; Mill Creek Rd</i>                  | \$0          | \$0           | \$0                   |
| 113     | <i>SR 32 &amp; Willowview Rd</i>                  | \$0          | \$0           | \$0                   |
| 114     | <i>SR 32 &amp; Hague Rd/Pleasant St Extension</i> | \$0***       | \$0***        | \$0                   |
| 115     | <i>SR 32 &amp; Cherry Tree Rd</i>                 | \$0          | \$0           | \$0                   |
| 117     | <i>SR 32 &amp; SR 38</i>                          | \$0          | \$0           | \$0                   |
| 119     | <i>SR 32 &amp; Cicero Rd (SR 19)</i>              | \$0          | \$0           | \$0                   |
| 120     | <i>SR 32 &amp; 10th St</i>                        | \$0          | \$0           | \$0                   |

| Int. ID | Intersection                           | Today's Cost | Ten-year Cost | Applicable Impact Fee |
|---------|----------------------------------------|--------------|---------------|-----------------------|
| 129     | SR 37 & Cherry St                      | \$0          | \$0           | \$0                   |
| 131     | SR 32 & Union Chapel Rd                | \$0          | \$0           | \$0                   |
| 132     | SR 32 & Promise Rd                     | \$0          | \$530,000     | \$530,000             |
| 139     | SR 38 & De Shane Ave                   | \$0          | \$0           | \$0                   |
| 143     | Pleasant St & SR 37                    | \$0          | \$0           | \$0                   |
| 147     | Pleasant St & 10th St                  | \$0***       | \$0***        | \$0                   |
| 158     | 10th St & Greenfield Ave/Christian Ave | \$0          | \$4,235,000   | \$4,235,000           |
| 160     | SR 38 & Boden Rd (Middletown Rd)       | \$0          | \$0           | \$0                   |
| 161     | SR 38 & Mystic Rd                      | \$0          | \$0           | \$0                   |
| 162     | SR 38 & Olio Rd                        | \$0          | \$1,842,500   | \$1,842,500           |
| 163     | SR 38 & Durbin Rd                      | \$0          | \$1,535,000   | \$1,535,000           |
| 166     | SR 38 & Prairie Baptist Rd             | \$0          | \$2,085,000   | \$2,085,000           |
| 167     | 166th St & Olio Rd                     | \$0          | \$3,070,000   | \$3,070,000           |
| 168     | 166th St & Boden Rd                    | \$1,842,500* | \$3,685,000   | \$1,842,500           |
| 169     | 166th St & Summer Rd                   | \$0          | \$3,070,000   | \$3,070,000           |
| 171     | 166th St & Mercantile Rd/Cumberland Rd | \$0          | \$3,070,000   | \$3,070,000           |
| 172     | Greenfield Ave & 16th St               | \$920,000    | \$3,070,000   | \$2,150,000           |
| 173     | Greenfield Ave & Herriman Blvd         | \$0          | \$3,070,000   | \$3,070,000           |
| 174     | 161st St & Gray Rd                     | \$0          | \$767,500     | \$767,500             |
| 177     | 161st St & Cherry Tree Rd              | \$0          | \$3,070,000   | \$3,070,000           |
| 178     | SR 37 & Greenfield Ave                 | \$0          | \$0           | \$0                   |
| 179     | SR 38 & Cyntheanne Rd                  | \$0          | \$1,535,000   | \$1,535,000           |
| 182     | 156th St & Olio Rd                     | \$1,535,000* | \$3,070,000   | \$1,535,000           |
| 183     | 156th St & Boden Rd                    | \$0          | \$0           | \$0                   |
| 185     | Promise Rd & Greenfield Ave            | \$0          | \$4,235,000   | \$4,235,000           |
| 186     | Greenfield Ave & Union Chapel Rd       | \$0          | \$1,230,000   | \$1,230,000           |
| 187     | Greenfield Ave & Howe Rd               | \$0          | \$530,000     | \$530,000             |
| 188     | Greenfield Ave & Cumberland Rd         | \$0          | \$1,610,000   | \$1,610,000           |
| 189     | 160th St & River Ave                   | \$0          | \$3,070,000   | \$3,070,000           |
| 191     | 156th St & Hazel Dell Rd               | \$0          | \$3,685,000   | \$3,685,000           |
| 194     | Summer Rd & Greenfield Ave             | \$0          | \$3,070,000   | \$3,070,000           |
| 197     | 146th St & Prairie Baptist Rd          | \$0          | \$1,312,500   | \$1,312,500           |
| 198     | 146th St & Promise Rd                  | \$0          | \$0           | \$0                   |
| 199     | 146th St & Cumberland Rd               | \$0          | \$0           | \$0                   |
| 201     | 146th St Herriman Blvd                 | \$0          | \$530,000     | \$530,000             |
| 202     | 146th St & Allisonville Rd             | \$0          | \$0           | \$0                   |
| 203     | 146th St & River Rd                    | \$0          | \$530,000     | \$530,000             |
| 204     | 146th St & Cherry Tree Rd              | \$0          | \$0           | \$0                   |
| 206     | 146th St & Hazel Dell Rd               | \$0          | \$0           | \$0                   |
| 208     | 146th St & Howe Rd                     | \$0          | \$0           | \$0                   |



| Int. ID      | Intersection                                 | Today's Cost       | Ten-year Cost        | Applicable Impact Fee |
|--------------|----------------------------------------------|--------------------|----------------------|-----------------------|
| 209          | <i>141st St &amp; Howe Rd</i>                | \$0                | \$3,070,000          | \$3,070,000           |
| 210          | <i>141st St &amp; Promise Rd</i>             | \$0                | \$0                  | \$0                   |
| 211          | Greenfield Ave & Marilyn Rd                  | \$0                | \$3,685,000          | \$3,685,000           |
| 212          | <i>146th St &amp; Marilyn Rd/Campus Pkwy</i> | \$0                | \$0                  | \$0                   |
| 213          | 146th St/Greenfield Ave & Boden Rd           | \$0                | \$530,000            | \$530,000             |
| 214          | 146th Street & Bergen Blvd                   | \$0                | \$185,000            | \$185,000             |
| 215          | 146th Street & Olio Rd                       | \$0                | \$0                  | \$0                   |
| 216          | <i>Campus Pkwy &amp; Boden Rd</i>            | \$0                | \$530,000            | \$530,000             |
| 217          | <i>Campus Pkwy &amp; Corporate Pkwy</i>      | \$0                | \$1,610,000          | \$1,610,000           |
| 218          | <i>141st &amp; Olio Rd</i>                   | \$0                | \$1,080,000          | \$1,080,000           |
| 219          | Tegler Dr & Bergen Blvd                      | \$0                | \$2,150,000          | \$2,150,000           |
| 220          | <i>Campus Pkwy &amp; Bergen Blvd</i>         | \$0                | \$1,610,000          | \$1,610,000           |
| 221          | <i>Campus Pkwy &amp; Town Center Blvd</i>    | \$0                | \$1,080,000          | \$1,080,000           |
| 223          | 141st St (Extension) & Brooks School Rd      | \$0                | \$1,145,000          | \$1,145,000           |
| 229          | 156th St & Prairie Baptist Rd                | \$0                | \$3,155,000          | \$3,155,000           |
| 231          | <i>SR 32 &amp; Oakmont Dr</i>                | \$0                | \$0                  | \$0                   |
| 234          | <i>Cicero Rd (SR 19) &amp; Logan St</i>      | \$0                | \$530,000            | \$530,000             |
| 235          | <i>SR 38 &amp; 8th St</i>                    | \$0                | \$530,000            | \$530,000             |
| 238          | 8th St & Pleasant St Extension               | \$0***             | \$0***               | \$0                   |
| 239          | 8th St & Christian Ave                       | \$0                | \$3,070,000          | \$3,070,000           |
| 240          | 186th St & Presley Dr Extension              | \$0**              | \$0**                | \$0                   |
| 241          | Prairie Baptist Rd & 141st St (Extension)    | \$0**              | \$0**                | \$0                   |
| 242          | Cyntheanne Rd & 141st St Extension           | \$0**              | \$0**                | \$0                   |
| <b>Total</b> |                                              | <b>\$8,211,250</b> | <b>\$120,135,000</b> | <b>\$111,923,750</b>  |

\*Planned Improvement; Cost Shared between the City and Future Development

\*\*Proposed Intersection Costs are Attributed to the Proposed Roadway Segments

\*\*\*Improvement Costs are Considered in the Total Cost for the Pleasant Street Extension Project in **Table 8**

Note: Italicized intersections or either partially or wholly controlled by entities other than the City of Noblesville.

**TABLE 9 – ESTIMATED ROADWAY SEGMENT CONSTRUCTION COSTS**

| <b>Seg. ID</b> | <b>Street</b>           | <b>Location</b>                      | <b>Today's Cost</b> | <b>Ten-year Cost</b> | <b>Applicable Impact Fee</b> |
|----------------|-------------------------|--------------------------------------|---------------------|----------------------|------------------------------|
| 92             | <i>Cicero Rd (SR19)</i> | 196th St - Field Dr                  | \$0                 | \$0                  | \$0                          |
| 193            | Greenfield Ave          | 16th St - Allisonville Rd            | \$0                 | \$0                  | \$0                          |
| 201            | Greenfield Ave          | 16th St - Herriman Blvd              | \$0                 | \$0                  | \$0                          |
| 203            | Greenfield Ave          | SR 37 & Herriman Blvd                | \$0                 | \$0                  | \$0                          |
| 208            | Olio Rd                 | 166th St - 156th St                  | \$0                 | \$4,950,000          | \$4,950,000                  |
| 218            | Greenfield Ave          | Summer Rd - 156th St                 | \$0                 | \$4,400,000          | \$4,400,000                  |
| 220            | Greenfield Ave          | 156th St - Union Chapel Rd           | \$0                 | \$1,600,000          | \$1,600,000                  |
| 221            | Greenfield Ave          | Union Chapel Rd - Howe Rd            | \$0                 | \$1,600,000          | \$1,600,000                  |
| 222            | Greenfield Ave          | Cumberland Rd - Howe Rd              | \$0                 | \$4,260,000          | \$4,260,000                  |
| 223            | Greenfield Ave          | SR 37 - Cumberland Rd                | \$0                 | \$1,240,000          | \$1,240,000                  |
| 232            | Greenfield Ave          | Marilyn Rd - Summer Rd               | \$0                 | \$6,180,000          | \$6,180,000                  |
| 233            | Olio Rd                 | 146th St - 156th St                  | \$0                 | \$0                  | \$0                          |
| 251            | Greenfield Ave          | Marilyn Rd - Boden Rd                | \$0                 | \$2,760,000          | \$2,760,000                  |
| 252            | Boden Rd                | Greenfield Ave - Campus Pkwy         | \$0                 | \$0                  | \$0                          |
| 253            | 146th St                | Boden Rd - Bergen Blvd               | \$0                 | \$3,270,000          | \$3,270,000                  |
| 254            | 146th St                | Bergen Blvd - Olio Rd                | \$0                 | \$2,710,000          | \$2,710,000                  |
| 255            | 146th St                | Olio Rd - Prairie Baptist Rd         | \$0                 | \$5,490,000          | \$5,490,000                  |
| 259a           | 141st St                | Olio Rd - Prairie Baptist Rd         | \$0                 | \$3,940,000          | \$3,940,000                  |
| 259b           | 141st Str               | Olio Rd - Prairie Baptist Rd         | \$0                 | \$1,120,000          | \$1,120,000                  |
| 280            | Prairie Baptist Rd      | 146th St - 156th St                  | \$0                 | \$4,950,000          | \$4,950,000                  |
| 283            | 8th St                  | Christian St - Walnut St             | \$0                 | \$0                  | \$0                          |
| 286            | 141st St Extension      | Prairie Baptist Rd - Cyntheanne Rd   | \$2,215,000*        | \$4,430,000          | \$2,215,000                  |
| 287            | Presley Drive Extension | Phillip Dr - 186th St                | \$1,190,000*        | \$2,380,000          | \$1,190,000                  |
| 288            | 141 St Extension        | Marilyn Rd - Brooks School Rd        | \$1,190,000*        | \$2,380,000          | \$1,190,000                  |
| 289            | Pleasant St Extension   | SR 32/Hague Rd – 19 <sup>th</sup> St | \$22,050,865*       | \$44,101,730**       | \$22,050,865                 |
| <b>Total</b>   |                         |                                      | <b>\$26,645,865</b> | <b>\$101,761,730</b> | <b>\$75,115,865</b>          |

\*Planned Improvement; Cost Shared between the City and Future Development

\*\*Improvement Includes all Intersection and Roadway Segment Costs Associated with Pleasant St Extension Project

Note: Italicized roadway segments are not controlled by the City of Noblesville.

## TOTAL COSTS

**Table 10** summarizes the total “Today’s Cost” and “10-Year Cost” for the study area intersections and roadways.

TABLE 10 – TOTAL COSTS

|                         | Today’s Cost           | 10-Year Cost            | Applicable Road Impact Fee Cost |
|-------------------------|------------------------|-------------------------|---------------------------------|
| Intersections (Table 7) | \$8,211,250.00         | \$120,135,000.00        | \$123,116,125.00                |
| Roadways (Table 8)      | \$26,645,865.00        | \$101,761,730.00        | \$75,115,865.00                 |
| Utilities (10%) *       | \$1,280,625.00         | \$17,779,500.00         | \$16,498,875.00                 |
| <b>Total Cost</b>       | <b>\$36,137,740.00</b> | <b>\$239,676,230.00</b> | <b>\$203,538,490.00</b>         |

\*Utility Costs were calculated excluding the Pleasant St Extension Project Costs.

## GENERATED 24-HOUR TRIPS

The total number of trips that will be generated during a 24-hour weekday period for each of the vacant parcel developments has been determined. **Table 11** identifies each of the vacant parcels, the assumed land use, and the 10-year build-out size.

TABLE 11 – SUMMARY OF VACANT LAND PARCELS

| Parcel # | Land Use Distribution | ITE Code      | Development Size |
|----------|-----------------------|---------------|------------------|
| 1        | SF Residential        | 210           | 180 DU           |
| 2        | SF Residential        | 210           | 57 DU            |
| 3        | SF Residential        | 210           | 66 DU            |
| 4        | SF Residential        | 210           | 15 DU            |
| 5        | SF Residential        | 210           | 59 DU            |
| 6A       | SF Residential        | 210           | 79 DU            |
| 6B       | Mixed Residential     | 220, 215, 210 | 12 DU            |
| 7        | SF Residential        | 210           | 46 DU            |
| 8        | SF Residential        | 210           | 17 DU            |
| 9        | SF Residential        | 210           | 30 DU            |
| 10       | SF Residential        | 210           | 29 DU            |
| 11       | SF Residential        | 210           | 19 DU            |
| 12       | SF Residential        | 210           | 29 DU            |
| 13       | SF Residential        | 210           | 31 DU            |
| 14       | SF Residential        | 210           | 49 DU            |
| 15       | SF Residential        | 210           | 25 DU            |
| 16       | SF Residential        | 210           | 25 DU            |
| 17       | SF Residential        | 210           | 18 DU            |
| 18       | SF Residential        | 210           | 21 DU            |
| 19       | SF Residential        | 210           | 107 DU           |

| Parcel # | Land Use Distribution | ITE Code      | Development Size |
|----------|-----------------------|---------------|------------------|
| 20       | SF Residential        | 210           | 41 DU            |
| 21       | SF Residential        | 210           | 298 DU           |
| 22A      | SF Residential        | 210           | 52 DU            |
| 22B      | Infill Residential    | 220, 215, 210 | 14 DU            |
| 23       | SF Residential        | 210           | 90 DU            |
| 24A      | SF Residential        | 210           | 26 DU            |
| 24B      | Infill Residential    | 220, 215, 210 | 12 DU            |
| 25       | SF Residential        | 210           | 21 DU            |
| 26A      | SF Residential        | 210           | 24 DU            |
| 26B      | Mixed Residential     | 220, 215, 210 | 29 DU            |
| 28A      | Retail                | 820           | 51,810 SF        |
| 28B      | Office                | 710           | 12,953 SF        |
| 29A      | Infill Residential    | 220, 215, 210 | 55 DU            |
| 29B      | Mixed Residential     | 220, 215, 210 | 12 DU            |
| 30A      | Retail                | 820           | 76,430 SF        |
| 30B      | Office                | 710           | 19,108 SF        |
| 31A      | Infill Residential    | 220, 215, 210 | 47 DU            |
| 31B      | Mixed Residential     | 220, 215, 210 | 32 DU            |
| 32A      | SF Residential        | 210           | 106 DU           |
| 32B      | Infill Residential    | 220, 215, 210 | 21 DU            |
| 33       | SF Residential        | 210           | 56 DU            |
| 34A      | Retail                | 820           | 16,887 SF        |
| 34B      | Office                | 710           | 4,222 SF         |
| 35       | Light Industrial      | 110           | 294,466 SF       |
| 36       | Mixed Residential     | 220, 215, 210 | 22 DU            |
| 37A      | Retail                | 820           | 34,228 SF        |
| 37B      | Office                | 710           | 8,557 SF         |
| 38       | Infill Residential    | 220, 215, 210 | 61 DU            |
| 39A      | Retail                | 820           | 46,459 SF        |
| 39B      | Office                | 710           | 11,615 SF        |
| 40       | SF Residential        | 210           | 24 DU            |
| 41A      | Infill Residential    | 220, 215, 210 | 18 DU            |
| 41B      | Mixed Residential     | 220, 215, 210 | 28 DU            |
| 42A      | Infill Residential    | 220, 215, 210 | 140 DU           |
| 42B      | Mixed Residential     | 220, 215, 210 | 52 DU            |
| 44       | Infill Residential    | 220, 215, 210 | 27 DU            |
| 45       | Light Industrial      | 110           | 94,090 SF        |
| 46       | Infill Residential    | 220, 215, 210 | 94 DU            |
| 47       | SF Residential        | 210           | 83 DU            |
| 48A      | SF Residential        | 210           | 58 DU            |
| 48B      | Infill Residential    | 220, 215, 210 | 118 DU           |

| Parcel # | Land Use Distribution | ITE Code      | Development Size |
|----------|-----------------------|---------------|------------------|
| 49A      | Retail                | 820           | 54,164 SF        |
| 49B      | Office                | 710           | 13,541 SF        |
| 50A      | Retail                | 820           | 110,318 SF       |
| 50B      | Office                | 710           | 27,580 SF        |
| 51       | Mixed Residential     | 220, 215, 210 | 47 DU            |
| 52A      | Mixed Residential     | 220, 215, 210 | 233 DU           |
| 52B      | Retail                | 820           | 5,030 SF         |
| 52C      | Office                | 710           | 1,258 SF         |
| 54       | SF Residential        | 210           | 153 DU           |
| 55       | SF Residential        | 210           | 315 DU           |
| 56       | SF Residential        | 210           | 37 DU            |
| 57       | Infill Residential    | 220, 215, 210 | 95 DU            |
| 58A      | Infill Residential    | 220, 215, 210 | 18 DU            |
| 58B      | Infill Residential    | 220, 215, 210 | 235 DU           |
| 59       | SF Residential        | 210           | 12 DU            |
| 61A      | Retail                | 820           | 62,558 SF        |
| 61B      | Office                | 710           | 15,639 SF        |
| 62A      | Retail                | 820           | 144,322 SF       |
| 62B      | Office                | 710           | 36,080 SF        |
| 63A      | Retail                | 820           | 115,818 SF       |
| 63B      | Office                | 710           | 28,954 SF        |
| 64       | SF Residential        | 210           | 144 DU           |
| 65A      | Retail                | 820           | 28,196 SF        |
| 65B      | Office                | 710           | 7,049 SF         |
| 66A      | Retail                | 820           | 27,561 SF        |
| 66B      | Office                | 710           | 6,890 SF         |
| 67       | Infill Residential    | 220, 215, 210 | 15 DU            |
| 68       | SF Residential        | 210           | 138 DU           |
| 70A      | Mixed Residential     | 220, 215, 210 | 780 DU           |
| 70B      | Retail                | 820           | 16,801 SF        |
| 70C      | Office                | 710           | 4,200 SF         |
| 71A      | Mixed Residential     | 220, 215, 210 | 748 DU           |
| 71B      | Retail                | 820           | 1,6154 SF        |
| 71C      | Office                | 710           | 4,038 SF         |
| 72A      | Mixed Residential     | 220, 215, 210 | 350 DU           |
| 72B      | SF Residential        | 210           | 53 DU            |
| 72C      | Retail                | 820           | 8,679 SF         |
| 72D      | Office                | 710           | 2,170 SF         |
| 73       | Innovation Flex       | 770           | 527,184 SF       |
| 74A      | Retail                | 820           | 61,746 SF        |
| 74B      | Office                | 710           | 15,437 SF        |

| Parcel # | Land Use Distribution | ITE Code      | Development Size |
|----------|-----------------------|---------------|------------------|
| 75       | Innovation Flex       | 770           | 625,328 SF       |
| 76       | Light Industrial      | 110           | 97,793 SF        |
| 77       | Innovation Flex       | 770           | 449,407 SF       |
| 78       | SF Residential        | 210           | 336 DU           |
| 79A      | Innovation Flex       | 770           | 220,158 SF       |
| 79B      | Retail                | 820           | 44,878 SF        |
| 79C      | Office                | 710           | 11,220 SF        |
| 80A      | Innovation Flex       | 770           | 462,475 SF       |
| 80B      | Retail                | 820           | 94,274 SF        |
| 80C      | Office                | 710           | 23,569 SF        |
| 81A      | Innovation Flex       | 770           | 448,637 SF       |
| 81B      | Retail                | 820           | 91,454 SF        |
| 81C      | Office                | 710           | 22,863 SF        |
| 82A      | Innovation Flex       | 770           | 945,148 SF       |
| 82B      | Retail                | 820           | 192,666 SF       |
| 82C      | Office                | 710           | 48,166 SF        |
| 83A      | MF Residential        | 220           | 128 DU           |
| 83B      | Retail                | 820           | 16,000 SF        |
| 84A      | MF Residential        | 220           | 88 DU            |
| 84B      | Retail                | 820           | 13,000 SF        |
| 85A      | SF Residential        | 210           | 256 DU           |
| 85B      | MF Residential        | 220           | 457 DU           |
| 85C      | Retail                | 820           | 26,950 SF        |
| 86       | Office                | 710           | 22,400 SF        |
| 87A      | Retail                | 820           | 387,684 SF       |
| 87B      | Office                | 710           | 33,285 SF        |
| 87C      | MF Residential        | 220           | 300 DU           |
| 88A      | Retail                | 820           | 283,519 SF       |
| 88B      | Office                | 710           | 70,880 SF        |
| 89A      | Retail                | 820           | 8,456 SF         |
| 89B      | Office                | 710           | 2,114 SF         |
| 89C      | Mixed Residential     | 220, 215, 210 | 392 DU           |
| 89D      | Mixed Residential     | 220, 215, 210 | 26 DU            |
| 90A      | Mixed Residential     | 220, 215, 210 | 554 DU           |
| 90B      | Retail                | 820           | 11,936 SF        |
| 90C      | Office                | 710           | 2,984 SF         |
| 91A      | Mixed Residential     | 220, 215, 210 | 187 DU           |
| 91B      | Retail                | 820           | 4,034 SF         |
| 91C      | Office                | 710           | 1,008 SF         |
| 92A      | Innovation Flex       | 770           | 239,2714 SF      |
| 92B      | Retail                | 820           | 336,330 SF       |

| Parcel # | Land Use Distribution | ITE Code      | Development Size |
|----------|-----------------------|---------------|------------------|
| 92C      | Office                | 710           | 84,082 SF        |
| 93A      | Innovation Flex       | 770           | 1,623,518 SF     |
| 93B      | Retail                | 820           | 228,208 SF       |
| 93C      | Office                | 710           | 57,052 SF        |
| 93D      | Innovation Flex       | 770           | 529,690 SF       |
| 93E      | Retail                | 820           | 75,272 SF        |
| 93F      | Office                | 710           | 18,818 SF        |
| 94A      | SF Residential        | 210           | 271 DU           |
| 94B      | Infill Residential    | 220, 215, 210 | 47 DU            |
| 95       | SF Residential        | 210           | 226 DU           |

**Notes:** DU = Dwelling Unit; SF = Square Feet

The *ITE Trip Generation Manual (11<sup>th</sup> Edition)* was used to generate the number of 24-hour weekday trips generated by the parcels listed above. The total number of 24-hour generated trips that will be used for the road impact fee calculation is 337,279 trips.

### ***ROAD IMPACT FEE***

The method used for determining the road impact fee is based on the sum of the road impact fee construction costs for all study intersections and roadways added to the cost of performing the road impact fee study. The road impact fee account balances as of 12/31/2023 are subtracted to yield the total road impact fee cost. This total road impact fee cost is then divided by the total number of 24-hour trips that will be generated by the 10-year vacant land parcels. **Table 12** shows the calculation for the road impact fee.

$$\text{Impact Fee} = \frac{\text{Cost}^{10\text{-Year}} - \text{Cost}^{\text{Existing}} + \text{Cost}^{\text{Impact Fee Study}} - (\text{Road Impact Fees Balance})}{(\text{Generated 24 Hour Trips})}$$

$$\$583.90/\text{trip} = \frac{\$239,676,230 - \$36,137,740 + \$206,000 - \$6,805,702.65}{337,279 \text{ trips}}$$



TABLE 12 – CALCULATION OF ROAD IMPACT FEE

|                                                                                                                       |  |                         |
|-----------------------------------------------------------------------------------------------------------------------|--|-------------------------|
| Total Applicable Road Impact Fee Cost                                                                                 |  | \$203,538,490.00        |
| Cost of Performing Road Impact Fee Study                                                                              |  | \$206,000.00            |
|                                                                                                                       |  |                         |
| Road Impact Fee Balance (as of 12/31/2023)                                                                            |  | \$6,805,702.65          |
|                                                                                                                       |  |                         |
| <b>Total Road Impact Fee Cost</b>                                                                                     |  | <b>\$196,938,787.35</b> |
|                                                                                                                       |  |                         |
| 24-Hour Trips from Vacant Land Parcel Developments                                                                    |  | 337,279                 |
| <b>Road Impact Fee per 24-Hour Generated Trip</b><br>(Equals Total Road Impact Fee Cost divided by the 24-hour trips) |  | <b>\$583.90</b>         |

### ANNUAL ROAD IMPACT FEE EVALUATION

The estimated construction costs that have been used to determine the road impact fee presented in this report are based on year 2023 construction costs. Therefore, it may be necessary to re-evaluate the road impact fee on an annual basis to reflect the annual inflation of construction costs, any major changes in the proposed land uses analyzed, or any changes to the planned intersection/roadway segment improvements in this study.

### EXAMPLES OF TYPICAL ROAD IMPACT FEES COLLECTED

For all land uses, the number of 24-hour weekday trips generated by each would need to be determined on a case-by-case basis using the methods and procedures outlined in the most recent edition of the *ITE Trip Generation Manual* and or using relevant data provided by the developer. The number of generated 24-hour trips for the new development is then multiplied by the road impact fee per trip to determine the assessed fee. **Table 13** shows typical road impact fees that could be collected for a variety of land uses. For each land use, the table lists the ITE Code classification, a range of typical sizes, the 24-hour weekday trips generated and the resulting road impact fee. It should be noted that the land uses listed in the table are only a small sample of the different types of land uses classified by the *ITE Trip Generation Manual*.

TABLE 13 – ROAD IMPACT FEE EXAMPLES

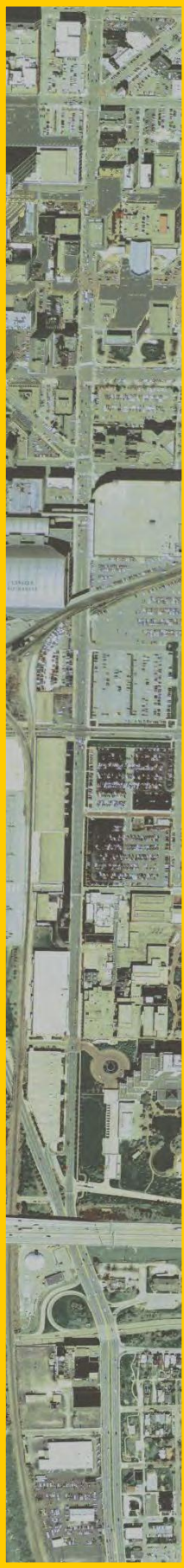
| Land Use                  | ITE Code | Size       | 24-Hour Trips | Road Impact Fee | Road Impact Fee Collected |
|---------------------------|----------|------------|---------------|-----------------|---------------------------|
| General Industrial        | 110      | 500,000 SF | 2,435         | \$583.90        | \$1,421,796.50            |
| Manufacturing             | 140      | 500,000 SF | 2,375         | \$583.90        | \$1,386,762.50            |
| Warehousing               | 150      | 500,000 SF | 855           | \$583.90        | \$499,234.50              |
| Self-Storage              | 151      | 300 Units  | 54            | \$583.90        | \$31,530.60               |
| Single Family Residential | 210      | 100 DU     | 943           | \$583.90        | \$550,617.70              |

| Land Use                                           | ITE Code | Size         | 24-Hour Trips | Road Impact Fee | Road Impact Fee Collected |
|----------------------------------------------------|----------|--------------|---------------|-----------------|---------------------------|
| Multifamily Residential (Low -Rise)                | 220      | 200 DU       | 1,348         | \$583.90        | \$787,097.20              |
| Multifamily Residential (Mid -Rise)                | 221      | 300 DU       | 1,362         | \$583.90        | \$795,271.80              |
| Multifamily Residential w/ Ground Floor Commercial | 230      | 150 DU       | 516           | \$583.90        | \$301,292.40              |
| Senior Adult Housing (Detached)                    | 251      | 100 DU       | 431           | \$583.90        | \$251,660.90              |
| Senior Adult Housing (Attached)                    | 252      | 200 DU       | 648           | \$583.90        | \$378,367.20              |
| Assisted Living                                    | 254      | 100 DU       | 260           | \$583.90        | \$151,814.00              |
| Residential Planned Unit Development               | 270      | 300 DU       | 2,193         | \$583.90        | \$1,280,492.70            |
| Hotel                                              | 310      | 150 Rooms    | 1,199         | \$583.90        | \$700,096.10              |
| Day Care Center                                    | 565      | 100 Students | 159           | \$583.90        | \$92,840.10               |
| Nursing Home                                       | 620      | 50,000 SF    | 338           | \$583.90        | \$197,358.20              |
| Nursing Home                                       | 620      | 100 Beds     | 306           | \$583.90        | \$178,673.40              |
| General Office                                     | 710      | 50,000 SF    | 542           | \$583.90        | \$316,473.80              |
| Medical Office                                     | 720      | 5,000 SF     | 180           | \$583.90        | \$105,102.00              |
| Discount Super Store                               | 813      | 200,000 SF   | 7,374*        | \$583.90        | \$4,305,678.60            |
| General Retail                                     | 820      | 150,000 SF   | 3,665*        | \$583.90        | \$2,139,993.50            |
| Supermarket                                        | 850      | 75,000 SF    | 4,500*        | \$583.90        | \$2,627,550.00            |
| Pharmacy w/out Drive Through                       | 850      | 15,000 SF    | 635*          | \$583.90        | \$370,776.50              |
| Pharmacy w/ Drive Through                          | 880      | 17,500 SF    | 880*          | \$583.90        | \$513,832.00              |
| Drive-In Bank                                      | 881      | 5,000 SF     | 356*          | \$583.90        | \$207,868.40              |
| Quality Restaurant                                 | 912      | 10,000 SF    | 470*          | \$583.90        | \$274,433.00              |
| High-Turnover Restaurant                           | 931      | 5,000 SF     | 306*          | \$583.90        | \$178,673.40              |
| Fast Food Restaurant w/ Drive Through              | 932      | 5,000 SF     | 1,172*        | \$583.90        | \$684,330.80              |
| Convenience Store/Gas Station                      | 934      | 12 VFP       | 1,400*        | \$583.90        | \$817,460.00              |

Notes

DU = Dwelling Unit, SF = Square Feet

\*Commercial land uses attract pass-by trips. Therefore, the trips shown above represent the total number of non-pass-by 24-hour trips.



# ***APPENDIX A: INTERSECTION TRAFFIC COUNT SUMMARY***

***CITY OF NOBLESVILLE***



***MARCH 2024***

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FIGURE 1: STUDY AREA ROADWAY NETWORK

1

| INTERSECTION<br>ID | INTERSECTION NAME                   | PAGE<br># |
|--------------------|-------------------------------------|-----------|
| 1                  | 216th St & Hinkle Rd                | 2         |
| 2                  | 216th St & Little Chicago Rd        | 3         |
| 3                  | 216th St & Mill Creek Rd            | 4         |
| 4                  | 216th St & Hague Rd/Springtown Pike | 5         |
| 5                  | 216th St & SR 19                    | 6         |
| 6                  | 216th St & SR 37                    | 7         |
| 17                 | 211th St & SR 37                    | 8         |
| 18                 | 211th St & Riverwood Ave            | 9         |
| 19                 | 211th St & Overdorf Rd              | 10        |
| 20                 | James Rd & Hague Rd                 | 11        |
| 21                 | Carrigan Rd & Harbor Dr/Oakbay Dr   | 12        |
| 22                 | 211th St & Schulley Rd              | 13        |
| 23                 | 211th St & Mill Creek Rd            | 14        |
| 24                 | 211th St & Little Chicago Rd        | 15        |
| 25                 | Carrigan Rd & Hague Rd              | 16        |
| 26                 | 206th St & Hague Rd                 | 17        |
| 27                 | 206th St & James Rd                 | 18        |
| 28                 | 206th St & SR 19                    | 19        |
| 29                 | 206th St & Edith Rd                 | 20        |
| 30                 | 206th St & Cumberland Rd            | 21        |
| 31                 | 206th St & Overdorf Rd              | 22        |
| 32                 | 206th St & Riverwood Ave            | 23        |
| 33                 | 206th St & SR 37                    | 25        |
| 42                 | SR 37 & Promise Rd                  | 26        |
| 43                 | Riverwood Ave & Overdorf Rd         | 27        |
| 44                 | Cumberland Rd & Riverwood Ave       | 28        |
| 45                 | Little Chicago Rd & Buttonwood Dr   | 29        |
| 46                 | SR 38 & Hinkle Rd                   | 30        |
| 47                 | 196th St & Hague Rd                 | 31        |
| 48                 | 196th St & James Rd                 | 32        |
| 49                 | 196th St & SR 19                    | 33        |
| 50                 | Allisonville Rd & Cumberland Rd     | 34        |
| 51                 | Allisonville Rd & SR 37             | 35        |
| 52                 | 196th St & Promise Rd               | 36        |
| 53                 | 196th St & Summer Rd                | 37        |
| 70                 | 191st St & Summer Rd                | 39        |

|     |                                        |    |
|-----|----------------------------------------|----|
| 71  | 191st St & Mallery Rd (115th St)       | 40 |
| 72  | 191st St & Promise Rd                  | 41 |
| 73  | 191st St & SR 37                       | 42 |
| 74  | 191st St & Cumberland Rd               | 43 |
| 75  | 191st St & 10th St                     | 44 |
| 76  | SR 38 & Mill Creek Rd                  | 45 |
| 77  | SR 38 & Little Chicago Rd              | 46 |
| 78  | 191st St & Moontown Rd                 | 47 |
| 79  | 191st St & Little Chicago Rd           | 48 |
| 80  | SR 38 & Harbour Dr                     | 49 |
| 81  | SR 38 & Oakmont Dr                     | 50 |
| 82  | Hague Rd & Lakeview Dr                 | 51 |
| 83  | Cicero Rd & Field Dr                   | 52 |
| 84  | 10th St & Field Dr                     | 53 |
| 85  | Field Dr & 16th St                     | 54 |
| 86  | Field Dr & Cumberland Rd               | 55 |
| 87  | 186th St & SR 37                       | 56 |
| 88  | 186th St & Promise Rd                  | 57 |
| 102 | 181st St & Mallery Rd                  | 58 |
| 103 | 181st St & Promise Rd                  | 59 |
| 104 | Cumberland Rd & Monument St            | 60 |
| 105 | 16th St & Monument St                  | 61 |
| 106 | Monument St & 10th St                  | 62 |
| 107 | Logan St & SR 38                       | 63 |
| 108 | SR 38 & River Ave                      | 64 |
| 109 | Hague Rd & SR 38                       | 65 |
| 110 | SR 32 & Moontown Rd                    | 66 |
| 111 | SR 32 & Little Chicago Rd              | 67 |
| 112 | SR 32 & Mill Creek Rd                  | 68 |
| 113 | SR 32 & Willowview Rd                  | 69 |
| 114 | SR 32 & Hague Rd/Pleasant St Extension | 70 |
| 115 | SR 32 & Cherry Tree Rd                 | 71 |
| 116 | SR 32 & River Ave                      | 72 |
| 117 | SR 32 & SR 38                          | 73 |
| 118 | SR 32 & Lakeview Dr                    | 74 |
| 119 | SR 32 & Cicero Rd                      | 75 |
| 120 | SR 32 & 10th St                        | 76 |
| 121 | Cherry St & 10th St                    | 77 |
| 122 | SR 32 & 16th St                        | 78 |
| 123 | Cherry St & 16th St                    | 79 |
| 124 | Conner St & 19th St                    | 80 |
| 125 | Cherry St & 19th St                    | 81 |
| 126 | Conner St & Cumberland Rd              | 82 |

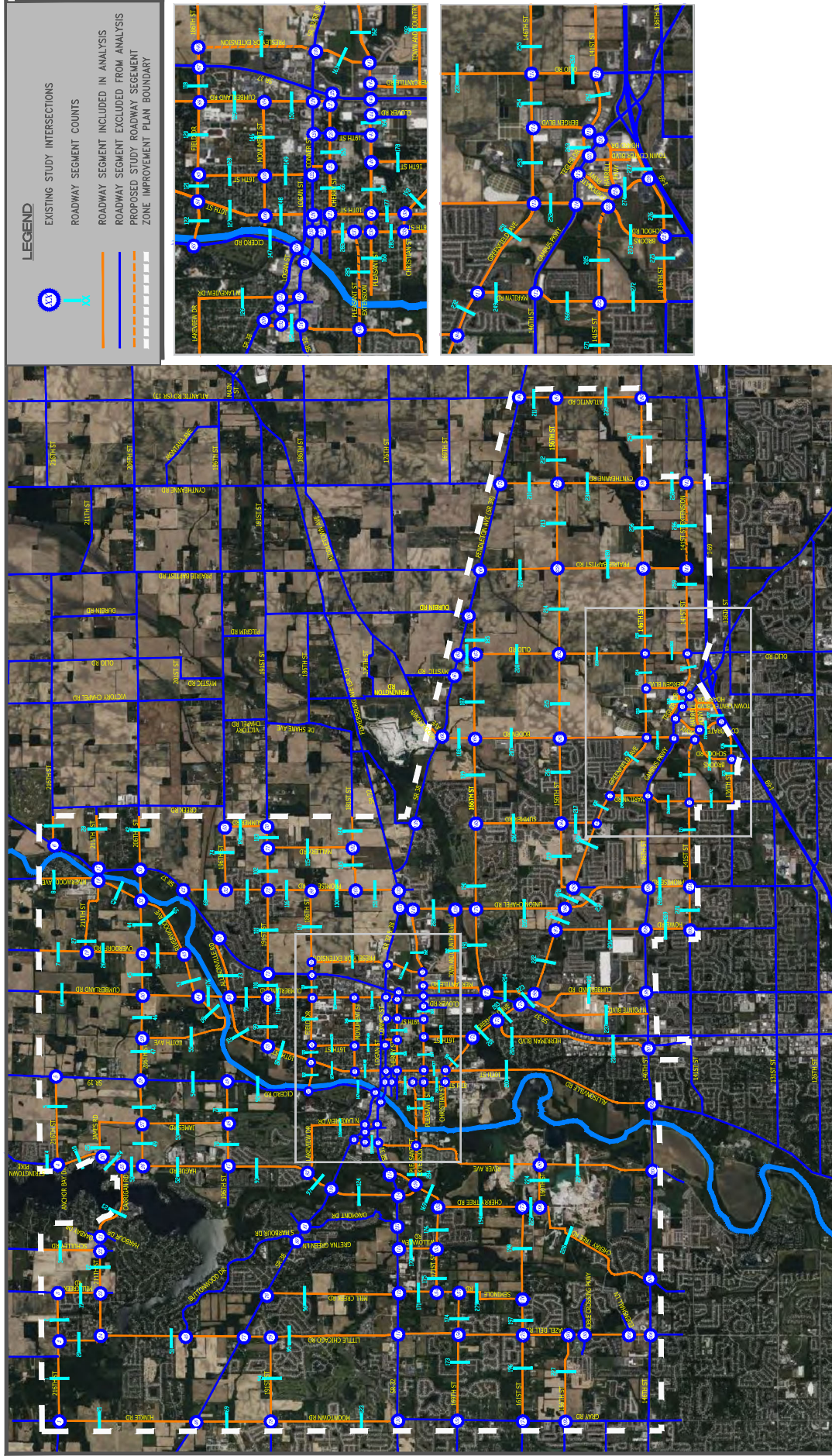
|     |                                            |     |
|-----|--------------------------------------------|-----|
| 127 | Cherry St & Cumberland Rd                  | 83  |
| 129 | SR 37 & Cherry St                          | 84  |
| 130 | SR 32 & Presley Dr (Extension)             | 85  |
| 131 | SR 32 & Union Chapel Rd                    | 86  |
| 132 | SR 32 & Promise Rd                         | 87  |
| 139 | SR 38 & Deshane Ave                        | 88  |
| 140 | Pleasant St & Union Chapel Rd              | 89  |
| 141 | Pleasant St & Presley Dr                   | 90  |
| 142 | Pleasant St & Mercantile Rd                | 91  |
| 143 | Pleasant St & SR 37                        | 92  |
| 144 | Pleasant St & Clover Rd                    | 93  |
| 145 | Pleasant St & 19th St                      | 94  |
| 146 | Pleasant St & 16th St                      | 95  |
| 147 | Pleasant St & 10th St                      | 96  |
| 152 | 171st St & Cherry Tree Rd                  | 97  |
| 153 | 171st St & Willowview Rd                   | 98  |
| 154 | 171st St & Mill Creek Rd                   | 99  |
| 155 | 169th St & Gray Rd                         | 100 |
| 156 | 169th St & Hazel Dell Rd/Little Chicago Rd | 101 |
| 157 | 169th St & Mill Creek Rd                   | 102 |
| 158 | 10th St & Greenfield Ave/Christian Ave     | 103 |
| 159 | Town and Country Blvd & Union Chapel Rd    | 104 |
| 160 | SR 38 & Boden Rd (Middletown Rd)           | 105 |
| 161 | SR 38 & Mystic Rd                          | 106 |
| 162 | SR 38 & Olio Rd                            | 107 |
| 163 | SR 38 & Durbin Rd                          | 108 |
| 166 | SR 38 & Prairie Baptist Rd                 | 109 |
| 167 | 166th St & Olio Rd                         | 110 |
| 168 | 166th St & Boden Rd                        | 111 |
| 169 | 166th St & Summer Rd                       | 112 |
| 170 | 166th St & Union Chapel Rd                 | 113 |
| 171 | 166th St & Mercantile Rd/Cumberland Rd     | 114 |
| 172 | Greenfield Ave & 16th St                   | 115 |
| 173 | Greenfield Ave & Herriman Blvd             | 116 |
| 174 | 161st St & Gray Rd                         | 117 |
| 175 | 161st St & Hazel Dell Rd                   | 118 |
| 176 | 161st St & Seminole Rd                     | 119 |
| 177 | 161st St & Cherry Tree Rd                  | 120 |
| 178 | SR 37 & Greenfield Ave                     | 121 |
| 179 | SR 38 & Cyntheanne Rd                      | 122 |
| 180 | SR 38 & Atlantic Rd                        | 123 |
| 181 | Atlantic Rd & 156th St                     | 124 |
| 182 | 156th St & Olio Rd                         | 125 |



|     |                                          |     |
|-----|------------------------------------------|-----|
| 183 | 156th St & Boden Rd                      | 126 |
| 184 | 156th St & Summer Rd                     | 127 |
| 185 | Promise Rd & Greenfield Ave              | 128 |
| 186 | Greenfield Ave & Union Chapel Rd         | 129 |
| 187 | Greenfield Ave & Howe Rd                 | 130 |
| 188 | Greenfield Ave & Cumberland Rd           | 131 |
| 189 | 160th St & River Ave                     | 132 |
| 190 | 160th St & Cherry Tree Rd                | 133 |
| 191 | 156th St & Hazel Dell Rd                 | 134 |
| 192 | 156th St & Gray Rd                       | 135 |
| 193 | Hazell Dell Rd & Noble Crossing Pkwy     | 136 |
| 194 | Summer Rd & Greenfield Ave               | 137 |
| 195 | 146th St & Atlantic Rd                   | 138 |
| 196 | 146th St & Cyntheanne Rd                 | 139 |
| 197 | 146th St & Prairie Baptist Rd            | 140 |
| 198 | 146th St & Promise Rd                    | 141 |
| 199 | 146th St & Cumberland Rd                 | 142 |
| 201 | 146th St Herriman Blvd                   | 143 |
| 202 | 146th St & Allisonville Rd               | 144 |
| 203 | 146th St & River Ave                     | 145 |
| 204 | 146th St & Cherry Tree Rd                | 146 |
| 205 | Hazel Dell Pkwy St & Edenshall Ln        | 147 |
| 206 | 146th St & Hazel Dell Rd                 | 148 |
| 208 | 146th St & Howe Rd                       | 149 |
| 209 | 141st St & Howe Rd                       | 150 |
| 210 | 141st St & Promise Rd                    | 151 |
| 211 | Greenfield Ave & Marilyn Rd              | 152 |
| 212 | 146th St & Marilyn Rd/Campus Pkwy        | 153 |
| 213 | 146th St/Greenfield Ave & Boden Rd       | 154 |
| 214 | 146th Street & Bergen Blvd               | 155 |
| 215 | 146th Street & Olio Rd                   | 156 |
| 216 | Campus Pkwy & Boden Rd                   | 157 |
| 217 | Campus Pkwy & Corporate Pkwy             | 158 |
| 218 | 141st & Olio Rd                          | 159 |
| 219 | Tegler Dr & Bergen Blvd                  | 160 |
| 220 | Campus Pkwy & Bergen Blvd                | 161 |
| 221 | Campus Pkwy & Town Center Blvd           | 162 |
| 222 | 141st St & Marilyn Rd                    | 163 |
| 223 | 141st St (Extension) & Brooks School Rd  | 164 |
| 224 | 141st St (Harrell Pkwy) & Corporate Pkwy | 165 |
| 226 | 136th St & Corporate Pkwy                | 166 |
| 227 | 136th St & Brooks School Rd              | 167 |
| 228 | 156th St & Cyntheanne Rd                 | 168 |



|     |                               |     |
|-----|-------------------------------|-----|
| 229 | 156th St & Prairie Baptist Rd | 169 |
| 231 | SR 32 & Oakmont Dr            | 170 |
| 232 | Logan St & River Ave          | 171 |
| 233 | Logan St & Lakeview Dr        | 172 |
| 234 | Cicero Rd (SR 19) & Logan St  | 173 |
| 235 | SR 38 & 8th St                | 174 |
| 236 | 8th St & Maple Ave            | 175 |
| 238 | 8th St & Pleasant St          | 176 |
| 239 | 8th St & Christian Ave        | 177 |



**CITY OF NOBLESVILLE**  
**ZONE IMPROVEMENT PLAN**  
**STUDY AREA ROADWAY NETWORK**

**FIGURE 1**

Intersection 1\_216th Street & Hinkle Road

Weekday, Peak AM

|                |        | North Hinkle Road (Southbound) |        |       | East 216th Street (Westbound) |        |       | South Hinkle Road (Northbound) |      |       | West 216th Street (Eastbound) |      |       | Total   | Total % |
|----------------|--------|--------------------------------|--------|-------|-------------------------------|--------|-------|--------------------------------|------|-------|-------------------------------|------|-------|---------|---------|
|                |        | Left                           | Thru   | Right | Left                          | Thru   | Right | Left                           | Thru | Right | Left                          | Thru | Right |         |         |
|                | 7:15am | 3                              | 0      | 1     | 9                             | 27     | 0     | 0                              | 0    | 6     | 0                             | 5    | 0     | 51      | 0.2394  |
|                | 7:30am | 1                              | 1      | 2     | 8                             | 37     | 0     | 0                              | 0    | 4     | 0                             | 7    | 0     | 60      | 0.2817  |
|                | 7:45am | 0                              | 0      | 2     | 9                             | 25     | 0     | 0                              | 0    | 1     | 0                             | 7    | 0     | 44      | 0.2066  |
|                | 8:00am | 0                              | 1      | 1     | 10                            | 36     | 0     | 0                              | 0    | 2     | 0                             | 8    | 0     | 58      | 0.2723  |
| Hourly Total   |        | 4                              | 2      | 6     | 36                            | 125    | 0     | 0                              | 0    | 13    | 0                             | 27   | 0     | 213     | 1       |
| Hourly Total % |        | 0.3333                         | 0.1667 | 0.5   | 0.2236                        | 0.7764 | 0     | 0                              | 0    | 1     | 0                             | 1    | 0     | INT PHF |         |
| PHF            |        | 0.33                           | 0.5    | 0.75  | 0.9                           | 0.84   | 0     | 0                              | 0    | 0.54  | 0                             | 0.84 | 0     | 0.92    |         |

Weekday, Peak PM

|                |        | North Hinkle Road (Southbound) |        |        | East 216th Street (Westbound) |      |        | South Hinkle Road (Northbound) |        |        | West 216th Street (Eastbound) |        |       | Total   | Total % |
|----------------|--------|--------------------------------|--------|--------|-------------------------------|------|--------|--------------------------------|--------|--------|-------------------------------|--------|-------|---------|---------|
|                |        | Left                           | Thru   | Right  | Left                          | Thru | Right  | Left                           | Thru   | Right  | Left                          | Thru   | Right |         |         |
|                | 4:45pm | 2                              | 1      | 0      | 8                             | 11   | 1      | 0                              | 2      | 8      | 1                             | 62     | 0     | 96      | 0.2513  |
|                | 5:00pm | 2                              | 1      | 1      | 6                             | 10   | 1      | 0                              | 1      | 7      | 0                             | 81     | 0     | 110     | 0.288   |
|                | 5:15pm | 2                              | 0      | 0      | 6                             | 11   | 1      | 0                              | 1      | 6      | 0                             | 66     | 0     | 93      | 0.2435  |
|                | 5:30pm | 1                              | 1      | 0      | 3                             | 10   | 2      | 0                              | 2      | 7      | 0                             | 57     | 0     | 83      | 0.2173  |
| Hourly Total   |        | 7                              | 3      | 1      | 23                            | 42   | 5      | 0                              | 6      | 28     | 1                             | 266    | 0     | 382     | 1       |
| Hourly Total % |        | 0.6364                         | 0.2727 | 0.0909 | 0.3286                        | 0.6  | 0.0714 | 0                              | 0.1765 | 0.8235 | 0.0037                        | 0.9963 | 0     | INT PHF |         |
| PHF            |        | 0.88                           | 0.75   | 0.25   | 0.72                          | 0.95 | 0.62   | 0                              | 0.75   | 0.88   | 0.25                          | 0.82   | 0     | 0.87    |         |

AM Peak

| NB |   |    | SB |   |   | EB |    |   | WB |     |   |
|----|---|----|----|---|---|----|----|---|----|-----|---|
| L  | T | R  | L  | T | R | L  | T  | R | L  | T   | R |
| 0  | 0 | 13 | 4  | 2 | 6 | 0  | 27 | 0 | 36 | 125 | 0 |

AM Peak

| NB |   |    | SB |   |   | EB |     |   | WB |    |   |
|----|---|----|----|---|---|----|-----|---|----|----|---|
| L  | T | R  | L  | T | R | L  | T   | R | L  | T  | R |
| 0  | 6 | 28 | 7  | 3 | 1 | 1  | 266 | 0 | 23 | 42 | 5 |

Intersection 2\_216th St & Little Chicago Rd

Weekday, Peak AM

|                | West 216th St (Eastbound) |        | East 216th st (Westbound) |      | South 216th St (Northbound) |        | Total   | Total % |
|----------------|---------------------------|--------|---------------------------|------|-----------------------------|--------|---------|---------|
|                | Thru                      | Right  | Left                      | Thru | Left                        | Right  |         |         |
| 7:15am         | 4                         | 17     | 0                         | 18   | 20                          | 0      | 59      | 0.2706  |
| 7:30am         | 3                         | 18     | 0                         | 14   | 22                          | 0      | 57      | 0.2615  |
| 7:45am         | 3                         | 7      | 0                         | 14   | 16                          | 3      | 43      | 0.1972  |
| 8:00am         | 4                         | 6      | 0                         | 25   | 18                          | 6      | 59      | 0.2706  |
| Hourly Total   | 14                        | 48     | 0                         | 71   | 76                          | 9      | 218     | 1       |
| Hourly Total % | 0.2258                    | 0.7742 | 0                         | 1    | 0.8941                      | 0.1059 | INT PHF |         |
| PHF            | 0.88                      | 0.67   | 0                         | 0.71 | 0.86                        | 0.38   | 0.92    |         |

Weekday, Peak PM

|                | West 216th St (Eastbound) |        | East 216th st (Westbound) |        | South 216th St (Northbound) |       | Total   | Total % |
|----------------|---------------------------|--------|---------------------------|--------|-----------------------------|-------|---------|---------|
|                | Thru                      | Right  | Left                      | Thru   | Left                        | Right |         |         |
| 5:00pm         | 29                        | 56     | 3                         | 6      | 8                           | 1     | 103     | 0.2769  |
| 5:15pm         | 24                        | 49     | 2                         | 5      | 9                           | 2     | 91      | 0.2446  |
| 5:30pm         | 26                        | 44     | 1                         | 5      | 10                          | 1     | 87      | 0.2339  |
| 5:45pm         | 28                        | 47     | 1                         | 4      | 10                          | 1     | 91      | 0.2446  |
| Hourly Total   | 107                       | 196    | 7                         | 20     | 37                          | 5     | 372     | 1       |
| Hourly Total % | 0.3531                    | 0.6469 | 0.2593                    | 0.7407 | 0.881                       | 0.119 | INT PHF |         |
| PHF            | 0.92                      | 0.88   | 0.58                      | 0.83   | 0.93                        | 0.62  | 0.90    |         |

Intersection 3\_216th St & Mill Creek Rd

Weekday, Peak AM

|                | North Mill Creek Rd (Southbound) |        | West 216th St (Eastbound) |       | South Mill Creek Rd (Northbound) |       | Total   | Total % |
|----------------|----------------------------------|--------|---------------------------|-------|----------------------------------|-------|---------|---------|
|                | Thru                             | Right  | Left                      | Right | Left                             | Thru  |         |         |
| 7:15am         | 10                               | 12     | 1                         | 2     | 4                                | 11    | 40      | 0.2381  |
| 7:30am         | 12                               | 6      | 2                         | 0     | 5                                | 21    | 46      | 0.2738  |
| 7:45am         | 18                               | 4      | 5                         | 1     | 5                                | 9     | 42      | 0.25    |
| 8:00am         | 14                               | 6      | 8                         | 1     | 6                                | 5     | 40      | 0.2381  |
| Hourly Total   | 54                               | 28     | 16                        | 4     | 20                               | 46    | 168     | 1       |
| Hourly Total % | 0.6585                           | 0.3415 | 0.8                       | 0.2   | 0.303                            | 0.697 | INT PHF |         |
| PHF            | 0.75                             | 0.58   | 0.5                       | 0.5   | 0.83                             | 0.55  | 0.91    |         |

Weekday, Peak PM

|                | North Mill Creek Rd (Southbound) |        | West 216th St (Eastbound) |       | South Mill Creek Rd (Northbound) |        | Total   | Total % |
|----------------|----------------------------------|--------|---------------------------|-------|----------------------------------|--------|---------|---------|
|                | Thru                             | Right  | Left                      | Right | Left                             | Thru   |         |         |
| 5:00pm         | 18                               | 5      | 21                        | 7     | 3                                | 13     | 67      | 0.2528  |
| 5:15pm         | 16                               | 5      | 20                        | 5     | 4                                | 17     | 67      | 0.2528  |
| 5:30pm         | 14                               | 5      | 17                        | 5     | 5                                | 19     | 65      | 0.2453  |
| 5:45pm         | 17                               | 4      | 20                        | 5     | 6                                | 14     | 66      | 0.2491  |
| Hourly Total   | 65                               | 19     | 78                        | 22    | 18                               | 63     | 265     | 1       |
| Hourly Total % | 0.7738                           | 0.2262 | 0.78                      | 0.22  | 0.2222                           | 0.7778 | INT PHF |         |
| PHF            | 0.9                              | 0.95   | 0.93                      | 0.79  | 0.75                             | 0.83   | 0.99    |         |



Intersection 4\_216th St & Hague Rd

| Weekday, Peak AM |                          |        |       |                        |        |        |                          |        |        |                                |        |        |         |         |
|------------------|--------------------------|--------|-------|------------------------|--------|--------|--------------------------|--------|--------|--------------------------------|--------|--------|---------|---------|
|                  | North Hague (Southbound) |        |       | East 216th (Westbound) |        |        | South Hague (Northbound) |        |        | West Anchor Bay dr (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                           | Thru   | Right  |         |         |
| 7:15am           | 5                        | 39     | 0     | 7                      | 0      | 1      | 0                        | 6      | 14     | 0                              | 2      | 2      | 76      | 0.2368  |
| 7:30am           | 8                        | 54     | 0     | 16                     | 1      | 2      | 0                        | 6      | 7      | 0                              | 2      | 1      | 97      | 0.3022  |
| 7:45am           | 8                        | 41     | 0     | 8                      | 0      | 2      | 1                        | 10     | 6      | 0                              | 2      | 1      | 79      | 0.2461  |
| 8:00am           | 6                        | 36     | 0     | 6                      | 0      | 2      | 1                        | 11     | 5      | 0                              | 2      | 0      | 69      | 0.215   |
| Hourly Total     | 27                       | 170    | 0     | 37                     | 1      | 7      | 2                        | 33     | 32     | 0                              | 8      | 4      | 321     | 1       |
| Hourly Total %   | 0.1371                   | 0.8629 | 0     | 0.8222                 | 0.0222 | 0.1556 | 0.0299                   | 0.4925 | 0.4776 | 0                              | 0.6667 | 0.3333 | INT PHF |         |
| PHF              | 0.84                     | 0.79   | 0     | 0.58                   | 0.25   | 0.88   | 0.5                      | 0.75   | 0.57   | 0                              | 1      | 0.5    | 0.83    |         |

| Weekday, Peak PM |                          |        |       |                        |        |        |                          |        |       |                                |        |        |         |         |
|------------------|--------------------------|--------|-------|------------------------|--------|--------|--------------------------|--------|-------|--------------------------------|--------|--------|---------|---------|
|                  | North Hague (Southbound) |        |       | East 216th (Westbound) |        |        | South Hague (Northbound) |        |       | West Anchor Bay dr (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right | Left                   | Thru   | Right  | Left                     | Thru   | Right | Left                           | Thru   | Right  |         |         |
| 5:00pm           | 6                        | 24     | 0     | 12                     | 2      | 12     | 4                        | 53     | 15    | 0                              | 1      | 3      | 132     | 0.2472  |
| 5:15pm           | 7                        | 31     | 0     | 16                     | 2      | 17     | 4                        | 51     | 14    | 0                              | 1      | 4      | 147     | 0.2753  |
| 5:30pm           | 7                        | 29     | 0     | 13                     | 2      | 12     | 5                        | 42     | 11    | 0                              | 1      | 3      | 125     | 0.2341  |
| 5:45pm           | 5                        | 30     | 0     | 10                     | 3      | 10     | 8                        | 49     | 11    | 0                              | 1      | 3      | 130     | 0.2434  |
| Hourly Total     | 25                       | 114    | 0     | 51                     | 9      | 51     | 21                       | 195    | 51    | 0                              | 4      | 13     | 534     | 1       |
| Hourly Total %   | 0.1799                   | 0.8201 | 0     | 0.4595                 | 0.0811 | 0.4595 | 0.0787                   | 0.7303 | 0.191 | 0                              | 0.2353 | 0.7647 | INT PHF |         |
| PHF              | 0.89                     | 0.92   | 0     | 0.8                    | 0.75   | 0.75   | 0.66                     | 0.92   | 0.85  | 0                              | 1      | 0.81   | 0.91    |         |

Intersection 5\_216th St & SR 19

Weekday, Peak AM

|                | North SR 19 (Southbound) |        | West 216th (Eastbound) |        | South SR 19 (Northbound) |        | Total   | Total % |
|----------------|--------------------------|--------|------------------------|--------|--------------------------|--------|---------|---------|
|                | Thru                     | Right  | Left                   | Thru   | Left                     | Thru   |         |         |
| 7:15am         | 131                      | 9      | 41                     | 11     | 3                        | 20     | 215     | 0.25    |
| 7:30am         | 151                      | 18     | 33                     | 12     | 4                        | 42     | 260     | 0.3023  |
| 7:45am         | 156                      | 9      | 19                     | 15     | 3                        | 24     | 226     | 0.2628  |
| 8:00am         | 111                      | 8      | 10                     | 14     | 1                        | 15     | 159     | 0.1849  |
| Hourly Total   | 549                      | 44     | 103                    | 52     | 11                       | 101    | 860     | 1       |
| Hourly Total % | 0.9258                   | 0.0742 | 0.6645                 | 0.3355 | 0.0982                   | 0.9018 | INT PHF |         |
| PHF            | 0.88                     | 0.61   | 0.63                   | 0.87   | 0.69                     | 0.6    | 0.83    |         |

Weekday, Peak PM

|                | North SR 19 (Southbound) |        | West 216th (Eastbound) |        | South SR 19 (Northbound) |        | Total   | Total % |
|----------------|--------------------------|--------|------------------------|--------|--------------------------|--------|---------|---------|
|                | Thru                     | Right  | Left                   | Thru   | Left                     | Thru   |         |         |
| 4:30pm         | 57                       | 17     | 11                     | 15     | 23                       | 129    | 252     | 0.2316  |
| 4:45pm         | 57                       | 21     | 14                     | 11     | 22                       | 186    | 311     | 0.2858  |
| 5:00pm         | 55                       | 19     | 15                     | 9      | 20                       | 119    | 237     | 0.2178  |
| 5:15pm         | 79                       | 31     | 19                     | 9      | 26                       | 124    | 288     | 0.2647  |
| Hourly Total   | 248                      | 88     | 59                     | 44     | 91                       | 558    | 1088    | 1       |
| Hourly Total % | 0.7381                   | 0.2619 | 0.5728                 | 0.4272 | 0.1402                   | 0.8598 | INT PHF |         |
| PHF            | 0.78                     | 0.71   | 0.78                   | 0.73   | 0.88                     | 0.75   | 0.87    |         |



Intersection 6\_216th St & SR 37

Weekday, Peak AM

|                | North Sr 37 (Southbound) |      |       | East 216th (Westbound) |      |       | South SR 37 (Northbound) |        |       | West 216th (Eastbound) |      |       | Total   | Total % |
|----------------|--------------------------|------|-------|------------------------|------|-------|--------------------------|--------|-------|------------------------|------|-------|---------|---------|
|                | Left                     | Thru | Right | Left                   | Thru | Right | Left                     | Thru   | Right | Left                   | Thru | Right |         |         |
| 7:00am         | 0                        | 141  | 0     | 1                      | 0    | 0     | 67                       | 0      | 0     | 0                      | 0    | 0     | 209     | 0.2338  |
| 7:15am         | 0                        | 172  | 0     | 0                      | 0    | 0     | 52                       | 0      | 0     | 0                      | 0    | 0     | 224     | 0.2506  |
| 7:30am         | 0                        | 167  | 0     | 0                      | 0    | 0     | 61                       | 1      | 0     | 0                      | 0    | 0     | 229     | 0.2562  |
| 7:45am         | 0                        | 168  | 0     | 0                      | 0    | 0     | 62                       | 2      | 0     | 0                      | 0    | 0     | 232     | 0.2595  |
| Hourly Total   | 0                        | 648  | 0     | 1                      | 0    | 0     | 242                      | 3      | 0     | 0                      | 0    | 0     | 894     | 1       |
| Hourly Total % | 0                        | 1    | 0     | 1                      | 0    | 0     | 0.9878                   | 0.0122 | 0     | 0                      | 0    | 0     | INT PHF |         |
| PHF            | 0                        | 0.94 | 0     | 0.25                   | 0    | 0     | 0.9                      | 0.38   | 0     | 0                      | 0    | 0     | 0.96    |         |

Weekday, Peak PM

|                | North Sr 37 (Southbound) |       |       | East 216th (Westbound) |      |        | South SR 37 (Northbound) |        |       | West 216th (Eastbound) |      |       | Total   | Total % |
|----------------|--------------------------|-------|-------|------------------------|------|--------|--------------------------|--------|-------|------------------------|------|-------|---------|---------|
|                | Left                     | Thru  | Right | Left                   | Thru | Right  | Left                     | Thru   | Right | Left                   | Thru | Right |         |         |
| 4:45pm         | 1                        | 86    | 0     | 3                      | 0    | 1      | 166                      | 3      | 0     | 0                      | 0    | 0     | 260     | 0.222   |
| 5:00pm         | 0                        | 89    | 0     | 4                      | 0    | 2      | 206                      | 3      | 0     | 0                      | 0    | 0     | 304     | 0.2596  |
| 5:15pm         | 2                        | 102   | 0     | 3                      | 0    | 2      | 212                      | 3      | 0     | 0                      | 0    | 0     | 324     | 0.2767  |
| 5:30pm         | 2                        | 104   | 0     | 3                      | 0    | 1      | 170                      | 3      | 0     | 0                      | 0    | 0     | 283     | 0.2417  |
| Hourly Total   | 5                        | 381   | 0     | 13                     | 0    | 6      | 754                      | 12     | 0     | 0                      | 0    | 0     | 1171    | 1       |
| Hourly Total % | 0.013                    | 0.987 | 0     | 0.6842                 | 0    | 0.3158 | 0.9843                   | 0.0157 | 0     | 0                      | 0    | 0     | INT PHF |         |
| PHF            | 0.62                     | 0.92  | 0     | 0.81                   | 0    | 0.75   | 0.89                     | 1      | 0     | 0                      | 0    | 0     | 0.90    |         |

17\_211th St & SR 37

Weekday, Peak AM

|                | North SR 37 (Southbound) |      | East 211th (Westbound) |       | South SR 37 (Northbound) |       | Total   | Total % |
|----------------|--------------------------|------|------------------------|-------|--------------------------|-------|---------|---------|
|                | Left                     | Thru | Left                   | Right | Thru                     | Right |         |         |
| 7:00am         | 0                        | 140  | 0                      | 0     | 71                       | 0     | 211     | 0.2326  |
| 7:15am         | 0                        | 182  | 0                      | 0     | 51                       | 0     | 233     | 0.2569  |
| 7:30am         | 0                        | 164  | 0                      | 0     | 63                       | 0     | 227     | 0.2503  |
| 7:45am         | 0                        | 175  | 0                      | 0     | 61                       | 0     | 236     | 0.2602  |
| Hourly Total   | 0                        | 661  | 0                      | 0     | 246                      | 0     | 907     | 1       |
| Hourly Total % | 0                        | 1    | 0                      | 0     | 1                        | 0     | INT PHF |         |
| PHF            | 0                        | 0.91 | 0                      | 0     | 0.87                     | 0     | 0.96    |         |

Weekday, Peak PM

|                | North SR 37 (Southbound) |      | East 211th (Westbound) |       | South SR 37 (Northbound) |       | Total   | Total % |
|----------------|--------------------------|------|------------------------|-------|--------------------------|-------|---------|---------|
|                | Left                     | Thru | Left                   | Right | Thru                     | Right |         |         |
| 4:45pm         | 0                        | 87   | 0                      | 0     | 178                      | 0     | 265     | 0.2229  |
| 5:00pm         | 0                        | 97   | 0                      | 0     | 214                      | 0     | 311     | 0.2616  |
| 5:15pm         | 0                        | 109  | 0                      | 0     | 220                      | 0     | 329     | 0.2767  |
| 5:30pm         | 0                        | 107  | 0                      | 0     | 177                      | 0     | 284     | 0.2389  |
| Hourly Total   | 0                        | 400  | 0                      | 0     | 789                      | 0     | 1189    | 1       |
| Hourly Total % | 0                        | 1    | 0                      | 0     | 1                        | 0     | INT PHF |         |
| PHF            | 0                        | 0.92 | 0                      | 0     | 0.9                      | 0     | 0.90    |         |

18\_211th St & Riverwood Ave

Weekday, Peak AM

|                |  | North Riverwood (Southbound) |       | West 211th (Eastbound) |       | South Riverwood (Northbound) |      | Total           | Total % |
|----------------|--|------------------------------|-------|------------------------|-------|------------------------------|------|-----------------|---------|
|                |  | Thru                         | Right | Left                   | Right | Left                         | Thru |                 |         |
| 6:00am         |  | 36                           | 0     | 0                      | 0     | 0                            | 7    | 43              | 0.2654  |
| 6:15am         |  | 17                           | 0     | 0                      | 0     | 0                            | 21   | 38              | 0.2346  |
| 6:30am         |  | 12                           | 0     | 0                      | 0     | 0                            | 43   | 55              | 0.3395  |
| 6:45am         |  | 11                           | 0     | 0                      | 0     | 0                            | 15   | 26              | 0.1605  |
| Hourly Total   |  | 76                           | 0     | 0                      | 0     | 0                            | 86   | 162             | 1       |
| Hourly Total % |  | 1                            | 0     | 0                      | 0     | 0                            | 1    | INT PHF<br>0.74 |         |
| PHF            |  | 0.53                         | 0     | 0                      | 0     | 0                            | 0.5  |                 |         |

Weekday, Peak PM

|                |  | North Riverwood (Southbound) |        | West 211th (Eastbound) |       | South Riverwood (Northbound) |        | Total           | Total % |
|----------------|--|------------------------------|--------|------------------------|-------|------------------------------|--------|-----------------|---------|
|                |  | Thru                         | Right  | Left                   | Right | Left                         | Thru   |                 |         |
| 3:45pm         |  | 9                            | 0      | 0                      | 0     | 1                            | 18     | 28              | 0.2029  |
| 4:00pm         |  | 9                            | 2      | 0                      | 1     | 1                            | 34     | 47              | 0.3406  |
| 4:15pm         |  | 13                           | 1      | 0                      | 2     | 2                            | 19     | 37              | 0.2681  |
| 4:30pm         |  | 12                           | 0      | 0                      | 1     | 2                            | 11     | 26              | 0.1884  |
| Hourly Total   |  | 43                           | 3      | 0                      | 4     | 6                            | 82     | 138             | 1       |
| Hourly Total % |  | 0.9348                       | 0.0652 | 0                      | 1     | 0.0682                       | 0.9318 | INT PHF<br>0.73 |         |
| PHF            |  | 0.83                         | 0.38   | 0                      | 0.5   | 0.75                         | 0.6    |                 |         |

19\_211th St & Overdorf Rd

Weekday, Peak AM

|                | North Overdorf (Southbound) |      | East 211th (Westbound) |       | South Overdorf (Northbound) |       | Total   | Total % |
|----------------|-----------------------------|------|------------------------|-------|-----------------------------|-------|---------|---------|
|                | Left                        | Thru | Left                   | Right | Thru                        | Right |         |         |
| 6:30am         | 0                           | 9    | 10                     | 0     | 1                           | 0     | 20      | 0.4082  |
| 6:45am         | 0                           | 4    | 9                      | 0     | 1                           | 0     | 14      | 0.2857  |
| 7:00am         | 0                           | 0    | 4                      | 0     | 1                           | 0     | 5       | 0.102   |
| 7:15am         | 0                           | 2    | 5                      | 0     | 3                           | 0     | 10      | 0.2041  |
| Hourly Total   | 0                           | 15   | 28                     | 0     | 6                           | 0     | 49      | 1       |
| Hourly Total % | 0                           | 1    | 1                      | 0     | 1                           | 0     | INT PHF |         |
| PHF            | 0                           | 0.42 | 0.7                    | 0     | 0.5                         | 0     | 0.61    |         |

Weekday, Peak PM

|                | North Overdorf (Southbound) |      | East 211th (Westbound) |         | South Overdorf (Northbound) |             | Total   | Total % |
|----------------|-----------------------------|------|------------------------|---------|-----------------------------|-------------|---------|---------|
|                | Left                        | Thru | Left                   | Right   | Thru                        | Right       |         |         |
| 4:15pm         | 0                           | 4    | 2                      | 0       | 5                           | 1           | 12      | 24.49   |
| 4:30pm         | 0                           | 4    | 1                      | 0       | 6                           | 2           | 13      | 26.531  |
| 4:45pm         | 0                           | 5    | 0                      | 0       | 6                           | 5           | 16      | 32.653  |
| 5:00pm         | 0                           | 5    | 0                      | 0       | 5                           | 3           | 13      | 26.531  |
| Hourly Total   | 0                           | 18   | 3                      | 0       | 22                          | 11          | 54      | 110.2   |
| Hourly Total % | 0                           | 120  | 10.71428571            | 0       | 366.6666667                 | 183.3333333 | INT PHF |         |
| PHF            | #DIV/0!                     | 0.9  | 0.38                   | #DIV/0! | 0.92                        | 0.55        | 0.84    |         |

20\_211th St & Hague Rd

Weekday, Peak AM

|                | North Hague (Southbound) |       | East 211th (Westbound) |         | South Hague (Northbound) |         | Total   | Total % |
|----------------|--------------------------|-------|------------------------|---------|--------------------------|---------|---------|---------|
|                | Left                     | Right | Left                   | Right   | Thru                     | Right   |         |         |
| 7:15am         | 0                        | 44    | 0                      | 0       | 24                       | 0       | 68      | 22.973  |
| 7:30am         | 0                        | 72    | 0                      | 0       | 14                       | 0       | 86      | 29.054  |
| 7:45am         | 0                        | 53    | 0                      | 0       | 22                       | 0       | 75      | 25.338  |
| 8:00am         | 0                        | 48    | 0                      | 0       | 19                       | 0       | 67      | 22.635  |
| Hourly Total   | 0                        | 217   | 0                      | 0       | 79                       | 0       | 296     | 100     |
| Hourly Total % | 0                        | 100   | #DIV/0!                | #DIV/0! | 100                      | 0       | INT PHF |         |
| PHF            | #DIV/0!                  | 0.75  | #DIV/0!                | #DIV/0! | 0.82                     | #DIV/0! | 0.86    |         |

Weekday, Peak PM

|                | North Hague (Southbound) |             | East 211th (Westbound) |         | South Hague (Northbound) |            | Total   | Total % |
|----------------|--------------------------|-------------|------------------------|---------|--------------------------|------------|---------|---------|
|                | Left                     | Right       | Left                   | Right   | Thru                     | Right      |         |         |
| 5:00pm         | 0                        | 41          | 0                      | 0       | 78                       | 0          | 119     | 40.203  |
| 5:15pm         | 0                        | 53          | 0                      | 0       | 71                       | 0          | 124     | 41.892  |
| 5:30pm         | 0                        | 47          | 0                      | 0       | 56                       | 1          | 104     | 35.135  |
| 5:45pm         | 0                        | 43          | 0                      | 0       | 72                       | 1          | 116     | 39.189  |
| Hourly Total   | 0                        | 184         | 0                      | 0       | 277                      | 2          | 463     | 156.42  |
| Hourly Total % | 0                        | 84.79262673 | #DIV/0!                | #DIV/0! | 350.6329114              | 2.53164557 | INT PHF |         |
| PHF            | #DIV/0!                  | 0.87        | #DIV/0!                | #DIV/0! | 0.89                     | 0.5        | 0.93    |         |

21\_211th St & Harbor Dr

| Weekday, Peak AM |                |                              |        |        |                        |        |        |                               |      |        |                        |        |        |       |         |
|------------------|----------------|------------------------------|--------|--------|------------------------|--------|--------|-------------------------------|------|--------|------------------------|--------|--------|-------|---------|
|                  |                | North Oakbay Dr (Southbound) |        |        | East 211th (Westbound) |        |        | South Harbour Dr (Northbound) |      |        | West 211th (Eastbound) |        |        | Total | Total % |
|                  |                | Left                         | Thru   | Right  | Left                   | Thru   | Right  | Left                          | Thru | Right  | Left                   | Thru   | Right  |       |         |
|                  | 7:15am         | 21                           | 1      | 22     | 1                      | 49     | 0      | 22                            | 0    | 24     | 1                      | 78     | 1      | 220   | 0.2835  |
|                  | 7:30am         | 11                           | 0      | 11     | 2                      | 58     | 0      | 24                            | 0    | 31     | 1                      | 67     | 2      | 207   | 0.2668  |
|                  | 7:45am         | 5                            | 0      | 5      | 3                      | 56     | 1      | 24                            | 0    | 36     | 2                      | 50     | 2      | 184   | 0.2371  |
|                  | 8:00am         | 4                            | 0      | 10     | 5                      | 48     | 2      | 13                            | 0    | 20     | 1                      | 60     | 2      | 165   | 0.2126  |
|                  | Hourly Total   | 41                           | 1      | 48     | 11                     | 211    | 3      | 83                            | 0    | 111    | 5                      | 255    | 7      | 776   | 1       |
|                  | Hourly Total % | 0.4556                       | 0.0111 | 0.5333 | 0.0489                 | 0.9378 | 0.0133 | 0.4278                        | 0    | 0.5722 | 0.0187                 | 0.9551 | 0.0262 |       | INT PHF |
|                  | PHF            | 0.49                         | 0.25   | 0.55   | 0.55                   | 0.91   | 0.38   | 0.86                          | 0    | 0.77   | 0.62                   | 0.82   | 0.88   |       | 0.88    |

| Weekday, Peak PM |                              |        |        |                        |        |        |                               |        |        |                        |        |        |         |         |
|------------------|------------------------------|--------|--------|------------------------|--------|--------|-------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Oakbay Dr (Southbound) |        |        | East 211th (Westbound) |        |        | South Harbour Dr (Northbound) |        |        | West 211th (Eastbound) |        |        | Total   | Total % |
|                  | Left                         | Thru   | Right  | Left                   | Thru   | Right  | Left                          | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 10                           | 0      | 5      | 38                     | 83     | 16     | 8                             | 0      | 16     | 14                     | 79     | 18     | 287     | 0.2343  |
| 4:45pm           | 9                            | 0      | 5      | 34                     | 78     | 12     | 10                            | 0      | 15     | 20                     | 94     | 18     | 295     | 0.2408  |
| 5:00pm           | 8                            | 1      | 5      | 26                     | 77     | 14     | 10                            | 1      | 22     | 15                     | 100    | 17     | 296     | 0.2416  |
| 5:15pm           | 8                            | 2      | 6      | 25                     | 118    | 14     | 11                            | 0      | 21     | 12                     | 117    | 13     | 347     | 0.2833  |
| Hourly Total     | 35                           | 3      | 21     | 123                    | 356    | 56     | 39                            | 1      | 74     | 61                     | 390    | 66     | 1225    | 1       |
| Hourly Total %   | 0.5932                       | 0.0508 | 0.3559 | 0.2299                 | 0.6654 | 0.1047 | 0.3421                        | 0.0088 | 0.6491 | 0.118                  | 0.7544 | 0.1277 | INT PHF |         |
| PHF              | 0.88                         | 0.38   | 0.88   | 0.81                   | 0.75   | 0.88   | 0.89                          | 0.25   | 0.84   | 0.76                   | 0.83   | 0.92   | 0.88    |         |

22\_211th St & Schulley Rd

Weekday, Peak AM

|                | North Schulley Rd (Southbound) |        |        | East 211th (Westbound) |        |        | South Schulley (Northbound) |      |        | West 211th (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------------|--------|--------|------------------------|--------|--------|-----------------------------|------|--------|------------------------|--------|--------|---------|---------|
|                | Left                           | Thru   | Right  | Left                   | Thru   | Right  | Left                        | Thru | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am         | 11                             | 1      | 5      | 7                      | 86     | 1      | 7                           | 0    | 5      | 0                      | 66     | 3      | 192     | 0.2883  |
| 7:30am         | 12                             | 0      | 4      | 6                      | 85     | 2      | 7                           | 0    | 3      | 1                      | 59     | 1      | 180     | 0.2703  |
| 7:45am         | 11                             | 0      | 5      | 2                      | 79     | 4      | 3                           | 0    | 0      | 1                      | 42     | 0      | 147     | 0.2207  |
| 8:00am         | 9                              | 0      | 7      | 1                      | 68     | 4      | 1                           | 0    | 0      | 0                      | 56     | 1      | 147     | 0.2207  |
| Hourly Total   | 43                             | 1      | 21     | 16                     | 318    | 11     | 18                          | 0    | 8      | 2                      | 223    | 5      | 666     | 1       |
| Hourly Total % | 0.6615                         | 0.0154 | 0.3231 | 0.0464                 | 0.9217 | 0.0319 | 0.6923                      | 0    | 0.3077 | 0.0087                 | 0.9696 | 0.0217 | INT PHF |         |
| PHF            | 0.9                            | 0.25   | 0.75   | 0.57                   | 0.92   | 0.69   | 0.64                        | 0    | 0.4    | 0.5                    | 0.84   | 0.42   | 0.87    |         |

Weekday, Peak PM

|                | North Schulley Rd (Southbound) |      |        | East 211th (Westbound) |        |        | South Schulley (Northbound) |        |        | West 211th (Eastbound) |        |       | Total   | Total % |
|----------------|--------------------------------|------|--------|------------------------|--------|--------|-----------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                | Left                           | Thru | Right  | Left                   | Thru   | Right  | Left                        | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 4:45pm         | 9                              | 0    | 3      | 4                      | 75     | 19     | 4                           | 2      | 3      | 4                      | 120    | 3     | 246     | 0.2365  |
| 5:00pm         | 8                              | 0    | 3      | 5                      | 70     | 20     | 4                           | 1      | 5      | 4                      | 130    | 5     | 255     | 0.2452  |
| 5:15pm         | 9                              | 0    | 2      | 5                      | 103    | 32     | 3                           | 0      | 7      | 5                      | 124    | 7     | 297     | 0.2856  |
| 5:30pm         | 8                              | 0    | 2      | 5                      | 78     | 14     | 4                           | 0      | 4      | 7                      | 117    | 3     | 242     | 0.2327  |
| Hourly Total   | 34                             | 0    | 10     | 19                     | 326    | 85     | 15                          | 3      | 19     | 20                     | 491    | 18    | 1040    | 1       |
| Hourly Total % | 0.7727                         | 0    | 0.2273 | 0.0442                 | 0.7581 | 0.1977 | 0.4054                      | 0.0811 | 0.5135 | 0.0378                 | 0.9282 | 0.034 | INT PHF |         |
| PHF            | 0.94                           | 0    | 0.83   | 0.95                   | 0.79   | 0.66   | 0.94                        | 0.38   | 0.68   | 0.71                   | 0.94   | 0.64  | 0.88    |         |



23\_211th St & Mill Creek Rd

| Weekday, Peak AM |                |                                  |      |        |                           |        |        |                               |      |       |                        |        |       |         |         |
|------------------|----------------|----------------------------------|------|--------|---------------------------|--------|--------|-------------------------------|------|-------|------------------------|--------|-------|---------|---------|
|                  |                | North Mill Creek Rd (Southbound) |      |        | East 211th St (Westbound) |        |        | South Mill Creek (Northbound) |      |       | West 211th (Eastbound) |        |       | Total   | Total % |
|                  |                | Left                             | Thru | Right  | Left                      | Thru   | Right  | Left                          | Thru | Right | Left                   | Thru   | Right |         |         |
|                  | 7:15am         | 10                               | 0    | 9      | 0                         | 90     | 5      | 0                             | 0    | 0     | 9                      | 56     | 0     | 179     | 0.2613  |
|                  | 7:30am         | 7                                | 0    | 11     | 0                         | 98     | 6      | 0                             | 0    | 0     | 18                     | 59     | 0     | 199     | 0.2905  |
|                  | 7:45am         | 4                                | 0    | 17     | 0                         | 84     | 5      | 0                             | 0    | 0     | 8                      | 36     | 0     | 154     | 0.2248  |
|                  | 8:00am         | 3                                | 0    | 13     | 0                         | 73     | 6      | 0                             | 0    | 0     | 3                      | 55     | 0     | 153     | 0.2234  |
|                  | Hourly Total   | 24                               | 0    | 50     | 0                         | 345    | 22     | 0                             | 0    | 0     | 38                     | 206    | 0     | 685     | 1       |
|                  | Hourly Total % | 0.3243                           | 0    | 0.6757 | 0                         | 0.9401 | 0.0599 | 0                             | 0    | 0     | 0.1557                 | 0.8443 | 0     | INT PHF |         |
|                  | PHF            | 0.6                              | 0    | 0.74   | 0                         | 0.88   | 0.92   | 0                             | 0    | 0     | 0.53                   | 0.87   | 0     | 0.86    |         |

| Weekday, Peak PM |                |                                  |      |        |                           |        |        |                               |      |       |                        |        |       |       |        |         |  |
|------------------|----------------|----------------------------------|------|--------|---------------------------|--------|--------|-------------------------------|------|-------|------------------------|--------|-------|-------|--------|---------|--|
|                  |                | North Mill Creek Rd (Southbound) |      |        | East 211th St (Westbound) |        |        | South Mill Creek (Northbound) |      |       | West 211th (Eastbound) |        |       | Total |        | Total % |  |
|                  |                | Left                             | Thru | Right  | Left                      | Thru   | Right  | Left                          | Thru | Right | Left                   | Thru   | Right |       |        |         |  |
|                  | 4:45pm         | 11                               | 0    | 11     | 0                         | 72     | 9      | 0                             | 0    | 0     | 9                      | 121    | 0     | 233   | 0.2323 |         |  |
|                  | 5:00pm         | 12                               | 0    | 15     | 0                         | 72     | 9      | 0                             | 0    | 0     | 10                     | 128    | 0     | 246   | 0.2453 |         |  |
|                  | 5:15pm         | 11                               | 0    | 13     | 0                         | 99     | 9      | 0                             | 0    | 0     | 15                     | 126    | 0     | 273   | 0.2722 |         |  |
|                  | 5:30pm         | 12                               | 0    | 11     | 0                         | 82     | 11     | 0                             | 0    | 0     | 18                     | 117    | 0     | 251   | 0.2502 |         |  |
|                  | Hourly Total   | 46                               | 0    | 50     | 0                         | 325    | 38     | 0                             | 0    | 0     | 52                     | 492    | 0     | 1003  | 1      |         |  |
|                  | Hourly Total % | 0.4792                           | 0    | 0.5208 | 0                         | 0.8953 | 0.1047 | 0                             | 0    | 0     | 0.0956                 | 0.9044 | 0     |       |        | INT PHF |  |
|                  | PHF            | 0.96                             | 0    | 0.83   | 0                         | 0.82   | 0.86   | 0                             | 0    | 0     | 0.72                   | 0.96   | 0     |       |        | 0.92    |  |

24\_211th St & Little Chicago Rd

Weekday, Peak AM

|                | East 211th (Westbound) |        | South Little Chicago (Northbound) |        | West 211th (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|-----------------------------------|--------|------------------------|--------|---------|---------|
|                | Left                   | Right  | Left                              | Right  | Left                   | Right  |         |         |
| 7:15am         | 137                    | 13     | 3                                 | 26     | 25                     | 26     | 230     | 0.2416  |
| 7:30am         | 162                    | 15     | 5                                 | 49     | 21                     | 23     | 275     | 0.2889  |
| 7:45am         | 154                    | 11     | 5                                 | 34     | 12                     | 26     | 242     | 0.2542  |
| 8:00am         | 115                    | 16     | 3                                 | 41     | 12                     | 18     | 205     | 0.2153  |
| Hourly Total   | 568                    | 55     | 16                                | 150    | 70                     | 93     | 952     | 1       |
| Hourly Total % | 0.9117                 | 0.0883 | 0.0964                            | 0.9036 | 0.4294                 | 0.5706 | INT PHF |         |
| PHF            | 0.88                   | 0.86   | 0.8                               | 0.77   | 0.7                    | 0.89   | 0.87    |         |

Weekday, Peak PM

|                | East 211th (Westbound) |        | South Little Chicago (Northbound) |        | West 211th (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|-----------------------------------|--------|------------------------|--------|---------|---------|
|                | Left                   | Right  | Left                              | Right  | Left                   | Right  |         |         |
| 4:45pm         | 76                     | 12     | 14                                | 134    | 35                     | 17     | 288     | 0.243   |
| 5:00pm         | 75                     | 11     | 14                                | 118    | 51                     | 27     | 296     | 0.2498  |
| 5:15pm         | 94                     | 10     | 14                                | 127    | 48                     | 17     | 310     | 0.2616  |
| 5:30pm         | 78                     | 11     | 15                                | 129    | 39                     | 19     | 291     | 0.2456  |
| Hourly Total   | 323                    | 44     | 57                                | 508    | 173                    | 80     | 1185    | 1       |
| Hourly Total % | 0.8801                 | 0.1199 | 0.1009                            | 0.8991 | 0.6838                 | 0.3162 | INT PHF |         |
| PHF            | 0.86                   | 0.92   | 0.95                              | 0.95   | 0.85                   | 0.74   | 0.96    |         |

25\_Carrigan Rd & Hague Rd

Weekday, Peak AM

|                | North Hague (Southbound) |        | South Hague (Northbound) |        | West Carrigan (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|--------|--------------------------|--------|---------------------------|--------|---------|---------|
|                | Thru                     | Right  | Left                     | Thru   | Left                      | Right  |         |         |
| 7:15am         | 23                       | 19     | 24                       | 2      | 23                        | 119    | 210     | 0.2635  |
| 7:30am         | 33                       | 31     | 21                       | 4      | 13                        | 117    | 219     | 0.2748  |
| 7:45am         | 23                       | 27     | 29                       | 7      | 19                        | 92     | 197     | 0.2472  |
| 8:00am         | 20                       | 25     | 17                       | 9      | 13                        | 87     | 171     | 0.2146  |
| Hourly Total   | 99                       | 102    | 91                       | 22     | 68                        | 415    | 797     | 1       |
| Hourly Total % | 0.4925                   | 0.5075 | 0.8053                   | 0.1947 | 0.1408                    | 0.8592 | INT PHF |         |
| PHF            | 0.75                     | 0.82   | 0.78                     | 0.61   | 0.74                      | 0.87   | 0.91    |         |

Weekday, Peak PM

|                | North Hague (Southbound) |        | South Hague (Northbound) |        | West Carrigan (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|--------|--------------------------|--------|---------------------------|--------|---------|---------|
|                | Thru                     | Right  | Left                     | Thru   | Left                      | Right  |         |         |
| 4:30pm         | 19                       | 22     | 120                      | 38     | 32                        | 69     | 300     | 0.241   |
| 4:45pm         | 20                       | 23     | 98                       | 33     | 34                        | 72     | 280     | 0.2249  |
| 5:00pm         | 18                       | 21     | 100                      | 44     | 35                        | 90     | 308     | 0.2474  |
| 5:15pm         | 31                       | 24     | 124                      | 40     | 42                        | 96     | 357     | 0.2867  |
| Hourly Total   | 88                       | 90     | 442                      | 155    | 143                       | 327    | 1245    | 1       |
| Hourly Total % | 0.4944                   | 0.5056 | 0.7404                   | 0.2596 | 0.3043                    | 0.6957 | INT PHF |         |
| PHF            | 0.71                     | 0.94   | 0.89                     | 0.88   | 0.85                      | 0.85   | 0.87    |         |

26\_206th St & Hague Rd

Weekday, Peak AM

|                | North Hague (Southbound) |        | East 206th (Westbound) |        | South Hague (Northbound) |        | Total   | Total % |
|----------------|--------------------------|--------|------------------------|--------|--------------------------|--------|---------|---------|
|                | Left                     | Thru   | Left                   | Right  | Thru                     | Right  |         |         |
| 7:15am         | 91                       | 64     | 9                      | 14     | 16                       | 8      | 202     | 0.2606  |
| 7:30am         | 98                       | 70     | 7                      | 23     | 12                       | 9      | 219     | 0.2826  |
| 7:45am         | 83                       | 47     | 6                      | 24     | 21                       | 6      | 187     | 0.2413  |
| 8:00am         | 64                       | 53     | 7                      | 20     | 17                       | 6      | 167     | 0.2155  |
| Hourly Total   | 336                      | 234    | 29                     | 81     | 66                       | 29     | 775     | 1       |
| Hourly Total % | 0.5895                   | 0.4105 | 0.2636                 | 0.7364 | 0.6947                   | 0.3053 | INT PHF |         |
| PHF            | 0.86                     | 0.84   | 0.81                   | 0.84   | 0.79                     | 0.81   | 0.88    |         |

Weekday, Peak PM

|                | North Hague (Southbound) |        | East 206th (Westbound) |        | South Hague (Northbound) |        | Total   | Total % |
|----------------|--------------------------|--------|------------------------|--------|--------------------------|--------|---------|---------|
|                | Left                     | Thru   | Left                   | Right  | Thru                     | Right  |         |         |
| 4:45pm         | 62                       | 50     | 12                     | 86     | 89                       | 27     | 326     | 0.228   |
| 5:00pm         | 70                       | 50     | 13                     | 80     | 102                      | 28     | 343     | 0.2399  |
| 5:15pm         | 79                       | 73     | 17                     | 107    | 109                      | 37     | 422     | 0.2951  |
| 5:30pm         | 71                       | 62     | 13                     | 72     | 89                       | 32     | 339     | 0.2371  |
| Hourly Total   | 282                      | 235    | 55                     | 345    | 389                      | 124    | 1430    | 1       |
| Hourly Total % | 0.5455                   | 0.4545 | 0.1375                 | 0.8625 | 0.7583                   | 0.2417 | INT PHF |         |
| PHF            | 0.89                     | 0.8    | 0.81                   | 0.81   | 0.89                     | 0.84   | 0.85    |         |

27\_206th St & James Rd

Weekday, Peak AM

|                | North James (Southbound) |      |       | East 206th (Westbound) |        |       | South James (Northbound) |      |       | West 206th (Eastbound) |      |       | Total   | Total % |
|----------------|--------------------------|------|-------|------------------------|--------|-------|--------------------------|------|-------|------------------------|------|-------|---------|---------|
|                | Left                     | Thru | Right | Left                   | Thru   | Right | Left                     | Thru | Right | Left                   | Thru | Right |         |         |
| 7:00am         | 0                        | 0    | 0     | 0                      | 14     | 0     | 0                        | 0    | 1     | 0                      | 93   | 0     | 108     | 0.2209  |
| 7:15am         | 0                        | 0    | 0     | 1                      | 24     | 0     | 0                        | 0    | 0     | 0                      | 89   | 0     | 114     | 0.2331  |
| 7:30am         | 0                        | 0    | 0     | 2                      | 29     | 0     | 0                        | 0    | 0     | 0                      | 107  | 0     | 138     | 0.2822  |
| 7:45am         | 0                        | 0    | 0     | 2                      | 31     | 0     | 0                        | 0    | 0     | 0                      | 96   | 0     | 129     | 0.2638  |
| Hourly Total   | 0                        | 0    | 0     | 5                      | 98     | 0     | 0                        | 0    | 1     | 0                      | 385  | 0     | 489     | 1       |
| Hourly Total % | 0                        | 0    | 0     | 0.0485                 | 0.9515 | 0     | 0                        | 0    | 1     | 0                      | 1    | 0     | INT PHF |         |
| PHF            | 0                        | 0    | 0     | 0.62                   | 0.79   | 0     | 0                        | 0    | 0.25  | 0                      | 0.9  | 0     | 0.89    |         |

Weekday, Peak PM

|                | North James (Southbound) |      |       | East 206th (Westbound) |        |        | South James (Northbound) |      |        | West 206th (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------|------|-------|------------------------|--------|--------|--------------------------|------|--------|------------------------|--------|--------|---------|---------|
|                | Left                     | Thru | Right | Left                   | Thru   | Right  | Left                     | Thru | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 0                        | 0    | 0     | 2                      | 96     | 1      | 0                        | 0    | 1      | 0                      | 92     | 2      | 194     | 0.2377  |
| 5:00pm         | 1                        | 0    | 0     | 3                      | 96     | 0      | 1                        | 0    | 1      | 0                      | 92     | 2      | 196     | 0.2402  |
| 5:15pm         | 0                        | 0    | 0     | 2                      | 116    | 0      | 3                        | 0    | 1      | 0                      | 111    | 1      | 234     | 0.2868  |
| 5:30pm         | 0                        | 0    | 0     | 1                      | 79     | 0      | 4                        | 0    | 1      | 0                      | 106    | 1      | 192     | 0.2353  |
| Hourly Total   | 1                        | 0    | 0     | 8                      | 387    | 1      | 8                        | 0    | 4      | 0                      | 401    | 6      | 816     | 1       |
| Hourly Total % | 1                        | 0    | 0     | 0.0202                 | 0.9773 | 0.0025 | 0.6667                   | 0    | 0.3333 | 0                      | 0.9853 | 0.0147 | INT PHF |         |
| PHF            | 0.25                     | 0    | 0     | 0.67                   | 0.83   | 0.25   | 0.5                      | 0    | 1      | 0                      | 0.9    | 0.75   | 0.87    |         |

28\_206th St & SR 19

Weekday, Peak AM

|                | North SR 19 (Southbound) |        |        | East 206th (Westbound) |       |       | South SR 19 (Northbound) |       |        | West 206th (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------|--------|--------|------------------------|-------|-------|--------------------------|-------|--------|------------------------|--------|--------|---------|---------|
|                | Left                     | Thru   | Right  | Left                   | Thru  | Right | Left                     | Thru  | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am         | 20                       | 103    | 2      | 17                     | 21    | 6     | 2                        | 18    | 6      | 4                      | 58     | 25     | 282     | 0.2308  |
| 7:30am         | 33                       | 119    | 2      | 17                     | 21    | 6     | 4                        | 33    | 4      | 4                      | 55     | 40     | 338     | 0.2766  |
| 7:45am         | 36                       | 139    | 3      | 29                     | 26    | 5     | 4                        | 16    | 3      | 3                      | 47     | 48     | 359     | 0.2938  |
| 8:00am         | 27                       | 76     | 4      | 30                     | 15    | 7     | 6                        | 13    | 4      | 2                      | 35     | 24     | 243     | 0.1989  |
| Hourly Total   | 116                      | 437    | 11     | 93                     | 83    | 24    | 16                       | 80    | 17     | 13                     | 195    | 137    | 1222    | 1       |
| Hourly Total % | 0.2057                   | 0.7748 | 0.0195 | 0.465                  | 0.415 | 0.12  | 0.1416                   | 0.708 | 0.1504 | 0.0377                 | 0.5652 | 0.3971 | INT PHF |         |
| PHF            | 0.81                     | 0.79   | 0.69   | 0.78                   | 0.8   | 0.86  | 0.67                     | 0.61  | 0.71   | 0.81                   | 0.84   | 0.71   | 0.85    |         |

Weekday, Peak PM

|                | North SR 19 (Southbound) |        |        | East 206th (Westbound) |        |        | South SR 19 (Northbound) |        |        | West 206th (Eastbound) |       |        | Total   | Total % |
|----------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|-------|--------|---------|---------|
|                | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru  | Right  |         |         |
| 4:30pm         | 21                       | 41     | 4      | 10                     | 60     | 22     | 38                       | 125    | 14     | 6                      | 54    | 14     | 409     | 0.2403  |
| 4:45pm         | 22                       | 46     | 3      | 8                      | 59     | 34     | 32                       | 145    | 17     | 8                      | 57    | 22     | 453     | 0.2662  |
| 5:00pm         | 23                       | 41     | 4      | 6                      | 66     | 34     | 29                       | 87     | 22     | 9                      | 57    | 19     | 397     | 0.2333  |
| 5:15pm         | 20                       | 58     | 5      | 7                      | 66     | 35     | 35                       | 98     | 16     | 10                     | 77    | 16     | 443     | 0.2603  |
| Hourly Total   | 86                       | 186    | 16     | 31                     | 251    | 125    | 134                      | 455    | 69     | 33                     | 245   | 71     | 1702    | 1       |
| Hourly Total % | 0.2986                   | 0.6458 | 0.0556 | 0.0762                 | 0.6167 | 0.3071 | 0.2036                   | 0.6915 | 0.1049 | 0.0946                 | 0.702 | 0.2034 | INT PHF |         |
| PHF            | 0.93                     | 0.8    | 0.8    | 0.78                   | 0.95   | 0.89   | 0.88                     | 0.78   | 0.78   | 0.82                   | 0.8   | 0.81   | 0.94    |         |

29\_206th & Edith Ave

Weekday, Peak AM

|                | East 206th (Westbound) |      | South Edith (Northbound) |       | West 206th (Eastbound) |       | Total   | Total % |
|----------------|------------------------|------|--------------------------|-------|------------------------|-------|---------|---------|
|                | Left                   | Thru | Left                     | Right | Thru                   | Right |         |         |
| 8:15am         | 0                      | 51   | 1                        | 0     | 90                     | 0     | 142     | 0.2549  |
| 8:30am         | 0                      | 31   | 0                        | 0     | 87                     | 0     | 118     | 0.2118  |
| 8:45am         | 0                      | 42   | 1                        | 0     | 109                    | 0     | 152     | 0.2729  |
| 9:00am         | 0                      | 51   | 1                        | 0     | 93                     | 0     | 145     | 0.2603  |
| Hourly Total   | 0                      | 175  | 3                        | 0     | 379                    | 0     | 557     | 1       |
| Hourly Total % | 0                      | 1    | 1                        | 0     | 1                      | 0     | INT PHF |         |
| PHF            | 0                      | 0.86 | 0.75                     | 0     | 0.87                   | 0     | 0.92    |         |

Weekday, Peak PM

|                | East 206th (Westbound) |        | South Edith (Northbound) |       | West 206th (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|--------------------------|-------|------------------------|--------|---------|---------|
|                | Left                   | Thru   | Left                     | Right | Thru                   | Right  |         |         |
| 4:45pm         | 0                      | 103    | 1                        | 0     | 94                     | 1      | 199     | 0.2338  |
| 5:00pm         | 1                      | 104    | 1                        | 0     | 101                    | 2      | 209     | 0.2456  |
| 5:15pm         | 0                      | 111    | 1                        | 0     | 114                    | 2      | 228     | 0.2679  |
| 5:30pm         | 0                      | 96     | 1                        | 0     | 116                    | 2      | 215     | 0.2526  |
| Hourly Total   | 1                      | 414    | 4                        | 0     | 425                    | 7      | 851     | 1       |
| Hourly Total % | 0.0024                 | 0.9976 | 1                        | 0     | 0.9838                 | 0.0162 | INT PHF |         |
| PHF            | 0.25                   | 0.93   | 1                        | 0     | 0.92                   | 0.88   | 0.93    |         |



30\_206th St & Cumberland Rd

Weekday, Peak AM

|                | North Cumberland (Southbound) |        |        | East 206th (Westbound) |        |        | South Cumberland (Northbound) |        |       | West 206th (Eastbound) |        |        | Total   | Total % |
|----------------|-------------------------------|--------|--------|------------------------|--------|--------|-------------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                | Left                          | Thru   | Right  | Left                   | Thru   | Right  | Left                          | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 7:30am         | 6                             | 51     | 2      | 5                      | 38     | 6      | 7                             | 6      | 0     | 0                      | 49     | 47     | 217     | 0.2786  |
| 7:45am         | 6                             | 34     | 1      | 2                      | 46     | 4      | 8                             | 8      | 0     | 0                      | 37     | 52     | 198     | 0.2542  |
| 8:00am         | 4                             | 42     | 1      | 1                      | 30     | 3      | 13                            | 10     | 0     | 1                      | 21     | 39     | 165     | 0.2118  |
| 8:15am         | 5                             | 46     | 1      | 0                      | 24     | 4      | 23                            | 12     | 0     | 2                      | 30     | 52     | 199     | 0.2555  |
| Hourly Total   | 21                            | 173    | 5      | 8                      | 138    | 17     | 51                            | 36     | 0     | 3                      | 137    | 190    | 779     | 1       |
| Hourly Total % | 0.1055                        | 0.8693 | 0.0251 | 0.0491                 | 0.8466 | 0.1043 | 0.5862                        | 0.4138 | 0     | 0.0091                 | 0.4152 | 0.5758 | INT PHF |         |
| PHF            | 0.88                          | 0.85   | 0.62   | 0.4                    | 0.75   | 0.71   | 0.55                          | 0.75   | 0     | 0.38                   | 0.7    | 0.91   | 0.90    |         |

Weekday, Peak PM

|                | North Cumberland (Southbound) |      |        | East 206th (Westbound) |        |        | South Cumberland (Northbound) |        |        | West 206th (Eastbound) |        |        | Total   | Total % |
|----------------|-------------------------------|------|--------|------------------------|--------|--------|-------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                          | Thru | Right  | Left                   | Thru   | Right  | Left                          | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 4                             | 20   | 2      | 1                      | 47     | 12     | 56                            | 50     | 10     | 4                      | 49     | 37     | 292     | 0.2336  |
| 5:00pm         | 5                             | 20   | 2      | 1                      | 56     | 15     | 48                            | 73     | 7      | 5                      | 59     | 36     | 327     | 0.2616  |
| 5:15pm         | 7                             | 19   | 2      | 1                      | 52     | 13     | 57                            | 60     | 5      | 4                      | 68     | 38     | 326     | 0.2608  |
| 5:30pm         | 4                             | 22   | 1      | 1                      | 48     | 12     | 49                            | 48     | 4      | 3                      | 70     | 43     | 305     | 0.244   |
| Hourly Total   | 20                            | 81   | 7      | 4                      | 203    | 52     | 210                           | 231    | 26     | 16                     | 246    | 154    | 1250    | 1       |
| Hourly Total % | 0.1852                        | 0.75 | 0.0648 | 0.0154                 | 0.7838 | 0.2008 | 0.4497                        | 0.4946 | 0.0557 | 0.0385                 | 0.5913 | 0.3702 | INT PHF |         |
| PHF            | 0.71                          | 0.92 | 0.88   | 1                      | 0.91   | 0.87   | 0.92                          | 0.79   | 0.65   | 0.8                    | 0.88   | 0.9    | 0.96    |         |

31\_20th St & Overdorf Rd

Weekday, Peak AM

|                | North Overdorf (Southbound) |        |        | East 206th (Westbound) |        |        | South Overdorf (Northbound) |      |       | West 206th (Eastbound) |        |        | Total   | Total % |
|----------------|-----------------------------|--------|--------|------------------------|--------|--------|-----------------------------|------|-------|------------------------|--------|--------|---------|---------|
|                | Left                        | Thru   | Right  | Left                   | Thru   | Right  | Left                        | Thru | Right | Left                   | Thru   | Right  |         |         |
| 6:45am         | 3                           | 0      | 7      | 0                      | 59     | 0      | 0                           | 0    | 0     | 0                      | 28     | 2      | 99      | 0.269   |
| 7:00am         | 2                           | 0      | 3      | 0                      | 25     | 0      | 0                           | 0    | 0     | 0                      | 47     | 3      | 80      | 0.2174  |
| 7:15am         | 3                           | 1      | 3      | 0                      | 34     | 1      | 0                           | 0    | 0     | 0                      | 33     | 1      | 76      | 0.2065  |
| 7:30am         | 4                           | 0      | 6      | 0                      | 45     | 4      | 0                           | 1    | 0     | 0                      | 53     | 0      | 113     | 0.3071  |
| Hourly Total   | 12                          | 1      | 19     | 0                      | 163    | 5      | 0                           | 1    | 0     | 0                      | 161    | 6      | 368     | 1       |
| Hourly Total % | 0.375                       | 0.0312 | 0.5938 | 0                      | 0.9702 | 0.0298 | 0                           | 1    | 0     | 0                      | 0.9641 | 0.0359 | INT PHF |         |
| PHF            | 0.75                        | 0.25   | 0.68   | 0                      | 0.69   | 0.31   | 0                           | 0.25 | 0     | 0                      | 0.76   | 0.5    | 0.81    |         |

Weekday, Peak PM

|                | North Overdorf (Southbound) |        |        | East 206th (Westbound) |        |        | South Overdorf (Northbound) |      |       | West 206th (Eastbound) |        |        | Total   | Total % |
|----------------|-----------------------------|--------|--------|------------------------|--------|--------|-----------------------------|------|-------|------------------------|--------|--------|---------|---------|
|                | Left                        | Thru   | Right  | Left                   | Thru   | Right  | Left                        | Thru | Right | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 3                           | 0      | 1      | 0                      | 54     | 4      | 0                           | 1    | 0     | 7                      | 53     | 0      | 123     | 0.2249  |
| 5:00pm         | 3                           | 0      | 2      | 0                      | 67     | 2      | 0                           | 1    | 0     | 6                      | 56     | 1      | 138     | 0.2523  |
| 5:15pm         | 2                           | 1      | 1      | 0                      | 60     | 3      | 0                           | 1    | 0     | 7                      | 71     | 1      | 147     | 0.2687  |
| 5:30pm         | 2                           | 0      | 0      | 0                      | 60     | 3      | 0                           | 1    | 0     | 9                      | 64     | 0      | 139     | 0.2541  |
| Hourly Total   | 10                          | 1      | 4      | 0                      | 241    | 12     | 0                           | 4    | 0     | 29                     | 244    | 2      | 547     | 1       |
| Hourly Total % | 0.6667                      | 0.0667 | 0.2667 | 0                      | 0.9526 | 0.0474 | 0                           | 1    | 0     | 0.1055                 | 0.8873 | 0.0073 | INT PHF |         |
| PHF            | 0.83                        | 0.25   | 0.5    | 0                      | 0.9    | 0.75   | 0                           | 1    | 0     | 0.81                   | 0.86   | 0.5    | 0.93    |         |

# 206th St & Riverwood Ave - TMC

Thu Sep 7, 2023

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1104881, Location: 40.087685, -85.974478



Provided by: A&F Engineering  
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

| Leg<br>Direction                | South<br>Northbound |       |       |    |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |       |    |       | East<br>Westbound |       |       |    |       |       |
|---------------------------------|---------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| Time                            | L                   | T     | R     | U  | App   | L                   | T     | R     | U  | App   | L                 | T     | R     | U  | App   | L                 | T     | R     | U  | App   | Int   |
| 2023-09-07 7:30AM               | 0                   | 0     | 1     | 0  | 1     | 13                  | 2     | 5     | 0  | 20    | 1                 | 54    | 0     | 0  | 55    | 1                 | 49    | 9     | 0  | 59    | 135   |
| 7:45AM                          | 0                   | 1     | 1     | 0  | 2     | 9                   | 0     | 5     | 0  | 14    | 2                 | 46    | 3     | 0  | 51    | 2                 | 57    | 10    | 0  | 69    | 136   |
| 8:00AM                          | 0                   | 1     | 1     | 0  | 2     | 7                   | 3     | 3     | 0  | 13    | 2                 | 43    | 0     | 0  | 45    | 3                 | 24    | 8     | 0  | 35    | 95    |
| 8:15AM                          | 0                   | 0     | 1     | 0  | 1     | 8                   | 1     | 2     | 0  | 11    | 6                 | 52    | 1     | 0  | 59    | 5                 | 31    | 6     | 0  | 42    | 113   |
| <b>Total</b>                    | 0                   | 2     | 4     | 0  | 6     | 37                  | 6     | 15    | 0  | 58    | 11                | 195   | 4     | 0  | 210   | 11                | 161   | 33    | 0  | 205   | 479   |
| <b>% Approach</b>               | 0%                  | 33.3% | 66.7% | 0% | -     | 63.8%               | 10.3% | 25.9% | 0% | -     | 5.2%              | 92.9% | 1.9%  | 0% | -     | 5.4%              | 78.5% | 16.1% | 0% | -     | -     |
| <b>% Total</b>                  | 0%                  | 0.4%  | 0.8%  | 0% | 1.3%  | 7.7%                | 1.3%  | 3.1%  | 0% | 12.1% | 2.3%              | 40.7% | 0.8%  | 0% | 43.8% | 2.3%              | 33.6% | 6.9%  | 0% | 42.8% | -     |
| <b>PHF</b>                      | -                   | 0.500 | 1.000 | -  | 0.750 | 0.712               | 0.500 | 0.750 | -  | 0.725 | 0.458             | 0.903 | 0.333 | -  | 0.890 | 0.550             | 0.706 | 0.825 | -  | 0.743 | 0.881 |
| <b>Lights and Motorcycles</b>   | 0                   | 2     | 4     | 0  | 6     | 32                  | 5     | 14    | 0  | 51    | 7                 | 188   | 3     | 0  | 198   | 10                | 154   | 33    | 0  | 197   | 452   |
| <b>% Lights and Motorcycles</b> | 0%                  | 100%  | 100%  | 0% | 100%  | 86.5%               | 83.3% | 93.3% | 0% | 87.9% | 63.6%             | 96.4% | 75.0% | 0% | 94.3% | 90.9%             | 95.7% | 100%  | 0% | 96.1% | 94.4% |
| <b>Heavy</b>                    | 0                   | 0     | 0     | 0  | 0     | 5                   | 1     | 1     | 0  | 7     | 4                 | 7     | 1     | 0  | 12    | 1                 | 7     | 0     | 0  | 8     | 27    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0%    | 0% | 0%    | 13.5%               | 16.7% | 6.7%  | 0% | 12.1% | 36.4%             | 3.6%  | 25.0% | 0% | 5.7%  | 9.1%              | 4.3%  | 0%    | 0% | 3.9%  | 5.6%  |

\* L: Left, R: Right, T: Thru, U: U-Turn

# 206th St & Riverwood Ave - TMC

Thu Sep 7, 2023

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 1104881, Location: 40.087685, -85.974478



Provided by: A&F Engineering  
8365 Keystone Crossing, Suite 201, Indianapolis, IN, 46240, US

| Leg<br>Direction                | South<br>Northbound |       |       |    |       | North<br>Southbound |       |       |    |       | West<br>Eastbound |       |    |    |       | East<br>Westbound |       |       |    |       |       |
|---------------------------------|---------------------|-------|-------|----|-------|---------------------|-------|-------|----|-------|-------------------|-------|----|----|-------|-------------------|-------|-------|----|-------|-------|
| Time                            | L                   | T     | R     | U  | App   | L                   | T     | R     | U  | App   | L                 | T     | R  | U  | App   | L                 | T     | R     | U  | App   | Int   |
| 2023-09-07 5:00PM               | 1                   | 2     | 1     | 0  | 4     | 22                  | 1     | 1     | 0  | 24    | 1                 | 67    | 0  | 0  | 68    | 2                 | 43    | 8     | 0  | 53    | 149   |
| 5:15PM                          | 2                   | 5     | 5     | 0  | 12    | 13                  | 2     | 0     | 0  | 15    | 4                 | 62    | 0  | 0  | 66    | 2                 | 53    | 5     | 0  | 60    | 153   |
| 5:30PM                          | 0                   | 2     | 4     | 0  | 6     | 6                   | 1     | 2     | 0  | 9     | 5                 | 51    | 0  | 0  | 56    | 0                 | 61    | 14    | 0  | 75    | 146   |
| 5:45PM                          | 0                   | 3     | 2     | 0  | 5     | 7                   | 2     | 2     | 0  | 11    | 4                 | 55    | 0  | 0  | 59    | 3                 | 47    | 10    | 0  | 60    | 135   |
| <b>Total</b>                    | 3                   | 12    | 12    | 0  | 27    | 48                  | 6     | 5     | 0  | 59    | 14                | 235   | 0  | 0  | 249   | 7                 | 204   | 37    | 0  | 248   | 583   |
| <b>% Approach</b>               | 11.1%               | 44.4% | 44.4% | 0% | -     | 81.4%               | 10.2% | 8.5%  | 0% | -     | 5.6%              | 94.4% | 0% | 0% | -     | 2.8%              | 82.3% | 14.9% | 0% | -     | -     |
| <b>% Total</b>                  | 0.5%                | 2.1%  | 2.1%  | 0% | 4.6%  | 8.2%                | 1.0%  | 0.9%  | 0% | 10.1% | 2.4%              | 40.3% | 0% | 0% | 42.7% | 1.2%              | 35.0% | 6.3%  | 0% | 42.5% | -     |
| <b>PHF</b>                      | 0.375               | 0.600 | 0.600 | -  | 0.563 | 0.545               | 0.750 | 0.625 | -  | 0.615 | 0.700             | 0.877 | -  | -  | 0.915 | 0.583             | 0.836 | 0.661 | -  | 0.827 | 0.953 |
| <b>Lights and Motorcycles</b>   | 3                   | 12    | 12    | 0  | 27    | 48                  | 6     | 5     | 0  | 59    | 12                | 224   | 0  | 0  | 236   | 7                 | 203   | 36    | 0  | 246   | 568   |
| <b>% Lights and Motorcycles</b> | 100%                | 100%  | 100%  | 0% | 100%  | 100%                | 100%  | 100%  | 0% | 100%  | 85.7%             | 95.3% | 0% | 0% | 94.8% | 100%              | 99.5% | 97.3% | 0% | 99.2% | 97.4% |
| <b>Heavy</b>                    | 0                   | 0     | 0     | 0  | 0     | 0                   | 0     | 0     | 0  | 0     | 2                 | 11    | 0  | 0  | 13    | 0                 | 1     | 1     | 0  | 2     | 15    |
| <b>% Heavy</b>                  | 0%                  | 0%    | 0%    | 0% | 0%    | 0%                  | 0%    | 0%    | 0% | 0%    | 14.3%             | 4.7%  | 0% | 0% | 5.2%  | 0%                | 0.5%  | 2.7%  | 0% | 0.8%  | 2.6%  |

\* L: Left, R: Right, T: Thru, U: U-Turn

33\_206th St & SR 37

Weekday, Peak AM

|                |  | North SR 37 (Southbound) |        |        | East 206th (Westbound) |        |       | South SR 37 (Northbound) |       |        | West 206th (Eastbound) |        |        |         |         |
|----------------|--|--------------------------|--------|--------|------------------------|--------|-------|--------------------------|-------|--------|------------------------|--------|--------|---------|---------|
|                |  | Left                     | Thru   | Right  | Left                   | Thru   | Right | Left                     | Thru  | Right  | Left                   | Thru   | Right  | Total   | Total % |
| 7:00am         |  | 0                        | 120    | 18     | 8                      | 9      | 1     | 10                       | 46    | 0      | 25                     | 6      | 18     | 261     | 0.2041  |
| 7:15am         |  | 0                        | 165    | 20     | 12                     | 9      | 4     | 17                       | 37    | 0      | 13                     | 6      | 27     | 310     | 0.2424  |
| 7:30am         |  | 0                        | 156    | 14     | 27                     | 14     | 4     | 23                       | 48    | 1      | 8                      | 10     | 58     | 363     | 0.2838  |
| 7:45am         |  | 0                        | 161    | 19     | 16                     | 10     | 1     | 24                       | 53    | 2      | 8                      | 15     | 36     | 345     | 0.2697  |
| Hourly Total   |  | 0                        | 602    | 71     | 63                     | 42     | 10    | 74                       | 184   | 3      | 54                     | 37     | 139    | 1279    | 1       |
| Hourly Total % |  | 0                        | 0.8945 | 0.1055 | 0.5478                 | 0.3652 | 0.087 | 0.2835                   | 0.705 | 0.0115 | 0.2348                 | 0.1609 | 0.6043 | INT PHF |         |
| PHF            |  | 0                        | 0.91   | 0.89   | 0.58                   | 0.75   | 0.62  | 0.77                     | 0.87  | 0.38   | 0.54                   | 0.62   | 0.6    |         |         |

Weekday, Peak PM

|                |  | North SR 37 (Southbound) |        |       | East 206th (Westbound) |        |       | South SR 37 (Northbound) |        |        | West 206th (Eastbound) |        |        |         |         |
|----------------|--|--------------------------|--------|-------|------------------------|--------|-------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                |  | Left                     | Thru   | Right | Left                   | Thru   | Right | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Total   | Total % |
| 4:45pm         |  | 1                        | 77     | 11    | 8                      | 12     | 0     | 47                       | 161    | 12     | 17                     | 19     | 31     | 396     | 0.2278  |
| 5:00pm         |  | 1                        | 86     | 11    | 8                      | 12     | 0     | 58                       | 186    | 11     | 27                     | 14     | 32     | 446     | 0.2566  |
| 5:15pm         |  | 1                        | 95     | 11    | 9                      | 13     | 0     | 51                       | 192    | 11     | 28                     | 24     | 33     | 468     | 0.2693  |
| 5:30pm         |  | 1                        | 97     | 10    | 14                     | 10     | 0     | 53                       | 146    | 10     | 27                     | 24     | 36     | 428     | 0.2463  |
| Hourly Total   |  | 4                        | 355    | 43    | 39                     | 47     | 0     | 209                      | 685    | 44     | 99                     | 81     | 132    | 1738    | 1       |
| Hourly Total % |  | 0.01                     | 0.8831 | 0.107 | 0.4535                 | 0.5465 | 0     | 0.2228                   | 0.7303 | 0.0469 | 0.3173                 | 0.2596 | 0.4231 | INT PHF |         |
| PHF            |  | 1                        | 0.91   | 0.98  | 0.7                    | 0.9    | 0     | 0.9                      | 0.89   | 0.92   | 0.88                   | 0.84   | 0.92   |         |         |

42\_SR 37 & Promise Rd

Weekday, Peak AM

|                | S Promise Rd (Northbound) |       | E SR 37 (Westbound) |      | W SR 37 (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|-------|---------------------|------|---------------------|--------|---------|---------|
|                | Left                      | Right | Left                | Thru | Thru                | Right  |         |         |
| 7:15am         | 1                         | 23    | 28                  | 0    | 34                  | 0      | 258     | 0.2281  |
| 7:30am         | 0                         | 43    | 50                  | 0    | 36                  | 3      | 330     | 0.2918  |
| 7:45am         | 0                         | 32    | 34                  | 0    | 47                  | 7      | 309     | 0.2732  |
| 8:00am         | 0                         | 26    | 27                  | 0    | 51                  | 3      | 234     | 0.2069  |
| Hourly Total   | 1                         | 124   | 139                 | 0    | 168                 | 13     | 1131    | 1       |
| Hourly Total % | 0.008                     | 0.992 | 1                   | 0    | 0.9282              | 0.0718 | INT PHF |         |
| PHF            | 0.25                      | 0.72  | 0.69                | 0    | 0.82                | 0.46   | 0.86    |         |

Weekday, Peak PM

|                | S Promise Rd (Northbound) |        | E SR 37 (Westbound) |      | W SR 37 (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|--------|---------------------|------|---------------------|--------|---------|---------|
|                | Left                      | Right  | Left                | Thru | Thru                | Right  |         |         |
| 4:45pm         | 1                         | 44     | 32                  | 0    | 183                 | 5      | 357     | 0.2299  |
| 5:00pm         | 1                         | 43     | 38                  | 0    | 236                 | 7      | 421     | 0.2711  |
| 5:15pm         | 0                         | 46     | 47                  | 0    | 224                 | 3      | 412     | 0.2653  |
| 5:30pm         | 0                         | 44     | 52                  | 0    | 166                 | 0      | 363     | 0.2337  |
| Hourly Total   | 2                         | 177    | 169                 | 0    | 809                 | 15     | 1553    | 1       |
| Hourly Total % | 0.0112                    | 0.9888 | 1                   | 0    | 0.9818              | 0.0182 | INT PHF |         |
| PHF            | 0.5                       | 0.96   | 0.81                | 0    | 0.86                | 0.54   | 0.92    |         |

43\_Riverwood Ave & Overdorf Rd

Weekday, Peak AM

|                | N Overdorf Rd (Southbound) |       | E Riverwood Ave (Westbound) |         | W Riverwood Ave (Eastbound) |      | Total   | Total % |
|----------------|----------------------------|-------|-----------------------------|---------|-----------------------------|------|---------|---------|
|                | Left                       | Right | Thru                        | Right   | Left                        | Thru |         |         |
| 6:15am         | 0                          | 3     | 0                           | 0       | 0                           | 6    | 9       | 34.615  |
| 6:30am         | 0                          | 4     | 0                           | 0       | 0                           | 3    | 7       | 26.923  |
| 6:45am         | 1                          | 2     | 0                           | 0       | 0                           | 1    | 4       | 15.385  |
| 7:00am         | 4                          | 2     | 0                           | 0       | 0                           | 0    | 6       | 23.077  |
| Hourly Total   | 5                          | 11    | 0                           | 0       | 0                           | 10   | 26      | 100     |
| Hourly Total % | 31.25                      | 68.75 | #DIV/0!                     | #DIV/0! | 0                           | 100  | INT PHF |         |
| PHF            | 0.31                       | 0.69  | #DIV/0!                     | #DIV/0! | #DIV/0!                     | 0.42 | 0.72    |         |

Weekday, Peak PM

|                | N Overdorf Rd (Southbound) |       | E Riverwood Ave (Westbound) |         | W Riverwood Ave (Eastbound) |      | Total   | Total % |
|----------------|----------------------------|-------|-----------------------------|---------|-----------------------------|------|---------|---------|
|                | Left                       | Right | Thru                        | Right   | Left                        | Thru |         |         |
| 4:30pm         | 0                          | 1     | 3                           | 0       | 4                           | 4    | 12      | 46.154  |
| 4:45pm         | 0                          | 1     | 3                           | 0       | 4                           | 3    | 11      | 42.308  |
| 5:00pm         | 0                          | 2     | 3                           | 0       | 3                           | 3    | 11      | 42.308  |
| 5:15pm         | 0                          | 3     | 2                           | 0       | 3                           | 3    | 11      | 42.308  |
| Hourly Total   | 0                          | 7     | 11                          | 0       | 14                          | 13   | 45      | 173.08  |
| Hourly Total % | 0                          | 43.75 | #DIV/0!                     | #DIV/0! | 140                         | 130  | INT PHF |         |
| PHF            | #DIV/0!                    | 0.58  | 0.92                        | #DIV/0! | 0.88                        | 0.81 | 0.94    |         |

44\_Riverwood Ave & Cumberland Rd

Weekday, Peak AM

|                | N Cumberland Rd (Southbound) |      |       | E Riverwood Ave (Westbound) |      |       | S Cumberland Rd (Northbound) |        |        | W Riverwood Ave (Eastbound) |      |       | Total  | Total % |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|--------|--------|-----------------------------|------|-------|--------|---------|
|                | Left                         | Thru | Right | Left                        | Thru | Right | Left                         | Thru   | Right  | Left                        | Thru | Right |        |         |
| 8:15am         | 0                            | 100  | 0     | 3                           | 0    | 0     | 0                            | 37     | 1      | 0                           | 0    | 2     | 143    | 0.2877  |
| 8:30am         | 0                            | 82   | 0     | 4                           | 0    | 0     | 0                            | 22     | 1      | 0                           | 0    | 3     | 112    | 0.2254  |
| 8:45am         | 0                            | 89   | 0     | 4                           | 0    | 0     | 0                            | 27     | 2      | 0                           | 0    | 4     | 126    | 0.2535  |
| 9:00am         | 0                            | 73   | 0     | 4                           | 0    | 0     | 0                            | 34     | 2      | 0                           | 0    | 3     | 116    | 0.2334  |
| Hourly Total   | 0                            | 344  | 0     | 15                          | 0    | 0     | 0                            | 120    | 6      | 0                           | 0    | 12    | 497    | 1       |
| Hourly Total % | 0                            | 1    | 0     | 1                           | 0    | 0     | 0                            | 0.9524 | 0.0476 | 0                           | 0    | 1     | INT PF |         |
| PHF            | 0                            | 0.86 | 0     | 0.94                        | 0    | 0     | 0                            | 0.81   | 0.75   | 0                           | 0    | 0.75  | 0.87   |         |

Weekday, Peak PM

|                | N Cumberland Rd (Southbound) |      |       | E Riverwood Ave (Westbound) |      |       | S Cumberland Rd (Northbound) |        |        | W Riverwood Ave (Eastbound) |      |       | Total  | Total % |
|----------------|------------------------------|------|-------|-----------------------------|------|-------|------------------------------|--------|--------|-----------------------------|------|-------|--------|---------|
|                | Left                         | Thru | Right | Left                        | Thru | Right | Left                         | Thru   | Right  | Left                        | Thru | Right |        |         |
| 4:30pm         | 0                            | 51   | 0     | 5                           | 0    | 0     | 5                            | 121    | 9      | 0                           | 0    | 1     | 192    | 0.2455  |
| 4:45pm         | 0                            | 59   | 0     | 4                           | 0    | 0     | 2                            | 118    | 6      | 0                           | 0    | 2     | 191    | 0.2442  |
| 5:00pm         | 0                            | 55   | 0     | 3                           | 0    | 0     | 3                            | 130    | 8      | 0                           | 0    | 2     | 201    | 0.257   |
| 5:15pm         | 0                            | 61   | 0     | 4                           | 0    | 0     | 3                            | 120    | 8      | 0                           | 0    | 2     | 198    | 0.2532  |
| Hourly Total   | 0                            | 226  | 0     | 16                          | 0    | 0     | 13                           | 489    | 31     | 0                           | 0    | 7     | 782    | 1       |
| Hourly Total % | 0                            | 1    | 0     | 1                           | 0    | 0     | 0.0244                       | 0.9174 | 0.0582 | 0                           | 0    | 1     | INT PF |         |
| PHF            | 0                            | 0.93 | 0     | 0.8                         | 0    | 0     | 0.65                         | 0.94   | 0.86   | 0                           | 0    | 0.88  | 0.97   |         |



Intersection 45\_Little Chicago Rd & Buttonwood Dr

Weekday, Peak AM

|                | N Little Chicago Rd (Southbound) |        | E Buttonwood Dr (Westbound) |        | S Little Chicago Rd (Northbound) |        | Total   | Total % |
|----------------|----------------------------------|--------|-----------------------------|--------|----------------------------------|--------|---------|---------|
|                | Left                             | Thru   | Left                        | Right  | Thru                             | Right  |         |         |
| 7:00am         | 1                                | 185    | 25                          | 1      | 27                               | 0      | 239     | 0.2276  |
| 7:15am         | 2                                | 196    | 22                          | 4      | 26                               | 1      | 251     | 0.239   |
| 7:30am         | 3                                | 201    | 20                          | 6      | 44                               | 6      | 280     | 0.2667  |
| 7:45am         | 3                                | 223    | 11                          | 4      | 32                               | 7      | 280     | 0.2667  |
| Hourly Total   | 9                                | 805    | 78                          | 15     | 129                              | 14     | 1050    | 1       |
| Hourly Total % | 0.0111                           | 0.9889 | 0.8387                      | 0.1613 | 0.9021                           | 0.0979 | INT PHF |         |
| PHF            | 0.75                             | 0.9    | 0.78                        | 0.62   | 0.73                             | 0.5    | 0.94    |         |

Weekday, Peak PM

|                | N Little Chicago Rd (Southbound) |        | E Buttonwood Dr (Westbound) |        | S Little Chicago Rd (Northbound) |        | Total   | Total % |
|----------------|----------------------------------|--------|-----------------------------|--------|----------------------------------|--------|---------|---------|
|                | Left                             | Thru   | Left                        | Right  | Thru                             | Right  |         |         |
| 4:45pm         | 6                                | 95     | 9                           | 7      | 156                              | 21     | 294     | 0.2297  |
| 5:00pm         | 6                                | 111    | 10                          | 5      | 151                              | 26     | 309     | 0.2414  |
| 5:15pm         | 6                                | 119    | 10                          | 6      | 167                              | 31     | 339     | 0.2648  |
| 5:30pm         | 6                                | 109    | 9                           | 8      | 185                              | 21     | 338     | 0.2641  |
| Hourly Total   | 24                               | 434    | 38                          | 26     | 659                              | 99     | 1280    | 1       |
| Hourly Total % | 0.0524                           | 0.9476 | 0.5938                      | 0.4062 | 0.8694                           | 0.1306 | INT PHF |         |
| PHF            | 1                                | 0.91   | 0.95                        | 0.81   | 0.89                             | 0.8    | 0.94    |         |

46\_SR 38 & Hinkle Rd

Weekday, Peak AM

|                | N Hinkle Creek Rd (Southbound) |        |        | E SR 38 (Westbound) |        |        | S Moontown Rd (Northbound) |        |        | W SR 38 (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------------|--------|--------|---------------------|--------|--------|----------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                | Left                           | Thru   | Right  | Left                | Thru   | Right  | Left                       | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 7:15am         | 10                             | 22     | 16     | 4                   | 171    | 0      | 14                         | 2      | 1      | 2                   | 74     | 4      | 320     | 0.279   |
| 7:30am         | 9                              | 8      | 22     | 2                   | 181    | 0      | 9                          | 2      | 0      | 3                   | 76     | 3      | 315     | 0.2746  |
| 7:45am         | 7                              | 6      | 26     | 1                   | 131    | 1      | 5                          | 1      | 0      | 3                   | 90     | 7      | 278     | 0.2424  |
| 8:00am         | 5                              | 11     | 18     | 2                   | 120    | 2      | 4                          | 1      | 0      | 3                   | 59     | 9      | 234     | 0.204   |
| Hourly Total   | 31                             | 47     | 82     | 9                   | 603    | 3      | 32                         | 6      | 1      | 11                  | 299    | 23     | 1147    | 1       |
| Hourly Total % | 0.1938                         | 0.2938 | 0.5125 | 0.0146              | 0.9805 | 0.0049 | 0.8205                     | 0.1538 | 0.0256 | 0.033               | 0.8979 | 0.0691 | INT PHF |         |
| PHF            | 0.78                           | 0.53   | 0.79   | 0.56                | 0.83   | 0.38   | 0.57                       | 0.75   | 0.25   | 0.92                | 0.83   | 0.64   | 0.90    |         |

Weekday, Peak PM

|                | N Hinkle Creek Rd (Southbound) |       |        | E SR 38 (Westbound) |        |        | S Moontown Rd (Northbound) |        |        | W SR 38 (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------------|-------|--------|---------------------|--------|--------|----------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                | Left                           | Thru  | Right  | Left                | Thru   | Right  | Left                       | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 5:00pm         | 7                              | 8     | 7      | 2                   | 98     | 3      | 4                          | 10     | 4      | 23                  | 142    | 8      | 316     | 0.2407  |
| 5:15pm         | 6                              | 12    | 7      | 3                   | 105    | 6      | 3                          | 11     | 5      | 25                  | 158    | 10     | 351     | 0.2673  |
| 5:30pm         | 7                              | 28    | 9      | 3                   | 84     | 7      | 3                          | 12     | 5      | 20                  | 155    | 9      | 342     | 0.2605  |
| 5:45pm         | 4                              | 11    | 9      | 2                   | 87     | 7      | 2                          | 11     | 5      | 21                  | 136    | 9      | 304     | 0.2315  |
| Hourly Total   | 24                             | 59    | 32     | 10                  | 374    | 23     | 12                         | 44     | 19     | 89                  | 591    | 36     | 1313    | 1       |
| Hourly Total % | 0.2087                         | 0.513 | 0.2783 | 0.0246              | 0.9189 | 0.0565 | 0.16                       | 0.5867 | 0.2533 | 0.1243              | 0.8254 | 0.0503 | INT PHF |         |
| PHF            | 0.86                           | 0.53  | 0.89   | 0.83                | 0.89   | 0.82   | 0.75                       | 0.92   | 0.95   | 0.89                | 0.94   | 0.9    | 0.94    |         |

47\_196th St & Hague Rd

Weekday, Peak AM

|                | N Hague Rd (Southbound) |        |       | E 96th St (Westbound) |        |        | S Hague Rd (Northbound) |        |        | W 96th St (Eastbound) |        |       | Total   | Total % |
|----------------|-------------------------|--------|-------|-----------------------|--------|--------|-------------------------|--------|--------|-----------------------|--------|-------|---------|---------|
|                | Left                    | Thru   | Right | Left                  | Thru   | Right  | Left                    | Thru   | Right  | Left                  | Thru   | Right |         |         |
| 7:45am         | 9                       | 51     | 0     | 27                    | 1      | 24     | 3                       | 45     | 12     | 1                     | 18     | 5     | 196     | 0.2542  |
| 8:00am         | 11                      | 51     | 0     | 33                    | 0      | 23     | 2                       | 43     | 13     | 1                     | 8      | 3     | 188     | 0.2438  |
| 8:15am         | 14                      | 56     | 0     | 34                    | 0      | 12     | 1                       | 60     | 14     | 1                     | 5      | 3     | 200     | 0.2594  |
| 8:30am         | 28                      | 64     | 0     | 23                    | 1      | 8      | 0                       | 41     | 14     | 1                     | 3      | 4     | 187     | 0.2425  |
| Hourly Total   | 62                      | 222    | 0     | 117                   | 2      | 67     | 6                       | 189    | 53     | 4                     | 34     | 15    | 771     | 1       |
| Hourly Total % | 0.2183                  | 0.7817 | 0     | 0.629                 | 0.0108 | 0.3602 | 0.0242                  | 0.7621 | 0.2137 | 0.0755                | 0.6415 | 0.283 | INT PHF |         |
| PHF            | 0.55                    | 0.87   | 0     | 0.86                  | 0.5    | 0.7    | 0.5                     | 0.79   | 0.95   | 1                     | 0.47   | 0.75  | 0.96    |         |

Weekday, Peak PM

|                | N Hague Rd (Southbound) |        |        | E 96th St (Westbound) |        |        | S Hague Rd (Northbound) |        |        | W 96th St (Eastbound) |      |       | Total   | Total % |
|----------------|-------------------------|--------|--------|-----------------------|--------|--------|-------------------------|--------|--------|-----------------------|------|-------|---------|---------|
|                | Left                    | Thru   | Right  | Left                  | Thru   | Right  | Left                    | Thru   | Right  | Left                  | Thru | Right |         |         |
| 4:30pm         | 31                      | 79     | 2      | 30                    | 10     | 17     | 6                       | 128    | 26     | 3                     | 8    | 7     | 347     | 0.2354  |
| 4:45pm         | 37                      | 72     | 2      | 38                    | 9      | 19     | 6                       | 122    | 37     | 3                     | 10   | 4     | 359     | 0.2436  |
| 5:00pm         | 30                      | 62     | 2      | 28                    | 12     | 20     | 8                       | 159    | 29     | 3                     | 7    | 4     | 364     | 0.2469  |
| 5:15pm         | 20                      | 75     | 5      | 39                    | 8      | 25     | 11                      | 167    | 43     | 3                     | 5    | 3     | 404     | 0.2741  |
| Hourly Total   | 118                     | 288    | 11     | 135                   | 39     | 81     | 31                      | 576    | 135    | 12                    | 30   | 18    | 1474    | 1       |
| Hourly Total % | 0.283                   | 0.6906 | 0.0264 | 0.5294                | 0.1529 | 0.3176 | 0.0418                  | 0.7763 | 0.1819 | 0.2                   | 0.5  | 0.3   | INT PHF |         |
| PHF            | 0.8                     | 0.91   | 0.55   | 0.87                  | 0.81   | 0.81   | 0.7                     | 0.86   | 0.78   | 1                     | 0.75 | 0.64  | 0.91    |         |

Intersection 48\_196th St & James Rd

Weekday, Peak AM

|                | N James Rd (Southbound) |       | E 196th St (Westbound) |        | W 196th St (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|-------|------------------------|--------|------------------------|--------|---------|---------|
|                | Left                    | Right | Thru                   | Right  | Left                   | Thru   |         |         |
| 7:45am         | 2                       | 4     | 61                     | 2      | 0                      | 45     | 114     | 0.276   |
| 8:00am         | 6                       | 2     | 64                     | 2      | 0                      | 44     | 118     | 0.2857  |
| 8:15am         | 4                       | 2     | 50                     | 1      | 0                      | 34     | 91      | 0.2203  |
| 8:30am         | 3                       | 2     | 30                     | 1      | 1                      | 53     | 90      | 0.2179  |
| Hourly Total   | 15                      | 10    | 205                    | 6      | 1                      | 176    | 413     | 1       |
| Hourly Total % | 0.6                     | 0.4   | 0.9716                 | 0.0284 | 0.0056                 | 0.9944 | INT PHF |         |
| PHF            | 0.62                    | 0.62  | 0.8                    | 0.75   | 0.25                   | 0.83   | 0.88    |         |

Weekday, Peak AM

|                | N James Rd (Southbound) |       | E 196th St (Westbound) |             | W 196th St (Eastbound) |             | Total   | Total % |
|----------------|-------------------------|-------|------------------------|-------------|------------------------|-------------|---------|---------|
|                | Left                    | Right | Thru                   | Right       | Left                   | Thru        |         |         |
| 4:30pm         | 2                       | 4     | 86                     | 1           | 5                      | 65          | 163     | 39.467  |
| 4:45pm         | 3                       | 4     | 72                     | 2           | 5                      | 93          | 179     | 43.341  |
| 5:00pm         | 5                       | 4     | 64                     | 3           | 4                      | 79          | 159     | 38.499  |
| 5:15pm         | 4                       | 5     | 75                     | 3           | 3                      | 72          | 162     | 39.225  |
| Hourly Total   | 14                      | 17    | 297                    | 9           | 17                     | 309         | 663     | 160.53  |
| Hourly Total % | 56                      | 68    | 140.7582938            | 4.265402844 | 9.604519774            | 174.5762712 | INT PHF |         |
| PHF            | 0.7                     | 0.85  | 0.86                   | 0.75        | 0.85                   | 0.83        | 0.93    |         |

Intersection 49\_196th St & Cicero Rd

Weekday, Peak AM

|                | N Cicero Rd (Southbound) |        | S Cicero Rd (Northbound) |        | W 196th St (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|--------|--------------------------|--------|------------------------|--------|---------|---------|
|                | Thru                     | Right  | Left                     | Thru   | Left                   | Right  |         |         |
| 7:15am         | 148                      | 12     | 16                       | 21     | 13                     | 33     | 243     | 0.2061  |
| 7:30am         | 184                      | 14     | 20                       | 33     | 16                     | 30     | 297     | 0.2519  |
| 7:45am         | 229                      | 26     | 41                       | 21     | 6                      | 47     | 370     | 0.3138  |
| 8:00am         | 124                      | 30     | 29                       | 24     | 4                      | 58     | 269     | 0.2282  |
| Hourly Total   | 685                      | 82     | 106                      | 99     | 39                     | 168    | 1179    | 1       |
| Hourly Total % | 0.8931                   | 0.1069 | 0.5171                   | 0.4829 | 0.1884                 | 0.8116 | INT PHF |         |
| PHF            | 0.75                     | 0.68   | 0.65                     | 0.75   | 0.61                   | 0.72   | 0.80    |         |

Weekday, Peak PM

|                | N Cicero Rd (Southbound) |       | S Cicero Rd (Northbound) |        | W 196th St (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|-------|--------------------------|--------|------------------------|--------|---------|---------|
|                | Thru                     | Right | Left                     | Thru   | Left                   | Right  |         |         |
| 4:30pm         | 52                       | 18    | 72                       | 206    | 11                     | 46     | 405     | 0.2536  |
| 4:45pm         | 69                       | 21    | 67                       | 186    | 11                     | 70     | 424     | 0.2655  |
| 5:00pm         | 68                       | 13    | 77                       | 154    | 12                     | 61     | 385     | 0.2411  |
| 5:15pm         | 78                       | 16    | 76                       | 154    | 13                     | 46     | 383     | 0.2398  |
| Hourly Total   | 267                      | 68    | 292                      | 700    | 47                     | 223    | 1597    | 1       |
| Hourly Total % | 0.797                    | 0.203 | 0.2944                   | 0.7056 | 0.1741                 | 0.8259 | INT PHF |         |
| PHF            | 0.86                     | 0.81  | 0.95                     | 0.85   | 0.9                    | 0.8    | 0.94    |         |

Intersection 50\_Cumberland Rd & Allisonville Rd

| Weekday, Peak AM |                |                              |        |        |                               |        |        |                              |        |       |                               |        |        |       |                 |
|------------------|----------------|------------------------------|--------|--------|-------------------------------|--------|--------|------------------------------|--------|-------|-------------------------------|--------|--------|-------|-----------------|
|                  |                | N Cumberland Rd (Southbound) |        |        | E Allisonville Rd (Westbound) |        |        | S Cumberland Rd (Northbound) |        |       | W Allisonville Rd (Eastbound) |        |        | Total | Total %         |
|                  |                | Left                         | Thru   | Right  | Left                          | Thru   | Right  | Left                         | Thru   | Right | Left                          | Thru   | Right  |       |                 |
|                  | 7:30am         | 4                            | 81     | 22     | 1                             | 23     | 1      | 2                            | 11     | 0     | 0                             | 5      | 3      | 153   | 0.2496          |
|                  | 7:45am         | 5                            | 80     | 10     | 1                             | 23     | 2      | 1                            | 14     | 0     | 0                             | 7      | 5      | 148   | 0.2414          |
|                  | 8:00am         | 3                            | 82     | 5      | 3                             | 16     | 4      | 2                            | 19     | 0     | 1                             | 6      | 6      | 147   | 0.2398          |
|                  | 8:15am         | 2                            | 92     | 6      | 4                             | 17     | 6      | 3                            | 25     | 0     | 2                             | 4      | 4      | 165   | 0.2692          |
|                  | Hourly Total   | 14                           | 335    | 43     | 9                             | 79     | 13     | 8                            | 69     | 0     | 3                             | 22     | 18     | 613   | 1               |
|                  | Hourly Total % | 0.0357                       | 0.8546 | 0.1097 | 0.0891                        | 0.7822 | 0.1287 | 0.1039                       | 0.8961 | 0     | 0.0698                        | 0.5116 | 0.4186 |       | INT PHF<br>0.93 |
|                  | PHF            | 0.7                          | 0.91   | 0.49   | 0.56                          | 0.86   | 0.54   | 0.67                         | 0.69   | 0     | 0.38                          | 0.79   | 0.75   |       |                 |

| Weekday, Peak PM |                              |       |        |                               |        |       |                              |        |        |                               |        |        |         |         |
|------------------|------------------------------|-------|--------|-------------------------------|--------|-------|------------------------------|--------|--------|-------------------------------|--------|--------|---------|---------|
|                  | N Cumberland Rd (Southbound) |       |        | E Allisonville Rd (Westbound) |        |       | S Cumberland Rd (Northbound) |        |        | W Allisonville Rd (Eastbound) |        |        | Total   | Total % |
|                  | Left                         | Thru  | Right  | Left                          | Thru   | Right | Left                         | Thru   | Right  | Left                          | Thru   | Right  |         |         |
| 4:30pm           | 2                            | 46    | 8      | 1                             | 11     | 15    | 2                            | 91     | 3      | 33                            | 18     | 4      | 234     | 0.2489  |
| 4:45pm           | 3                            | 52    | 7      | 1                             | 13     | 10    | 3                            | 84     | 2      | 23                            | 31     | 3      | 232     | 0.2468  |
| 5:00pm           | 3                            | 48    | 6      | 1                             | 16     | 13    | 3                            | 97     | 2      | 28                            | 23     | 2      | 242     | 0.2574  |
| 5:15pm           | 2                            | 55    | 7      | 1                             | 12     | 18    | 2                            | 95     | 3      | 14                            | 21     | 2      | 232     | 0.2468  |
| Hourly Total     | 10                           | 201   | 28     | 4                             | 52     | 56    | 10                           | 367    | 10     | 98                            | 93     | 11     | 940     | 1       |
| Hourly Total %   | 0.0418                       | 0.841 | 0.1172 | 0.0357                        | 0.4643 | 0.5   | 0.0258                       | 0.9483 | 0.0258 | 0.4851                        | 0.4604 | 0.0545 | INT PHF |         |
| PHF              | 0.83                         | 0.91  | 0.88   | 1                             | 0.81   | 0.78  | 0.83                         | 0.95   | 0.83   | 0.74                          | 0.75   | 0.69   | 0.97    |         |

Intersection 51\_SR 37 & Allisonville Rd

Weekday, Peak AM

|                | N SR 37 (Southbound) |            | S SR 37 (Northbound) |            | / Allisonville Rd (Eastbound) |            | Total Total % |        |
|----------------|----------------------|------------|----------------------|------------|-------------------------------|------------|---------------|--------|
|                | Thru                 | Right      | Left                 | Thru       | Left                          | Right      |               |        |
| 7:15am         | 154                  | 23         | 2                    | 31         | 1                             | 8          | 219           | 23.701 |
| 7:30am         | 162                  | 22         | 6                    | 32         | 6                             | 16         | 244           | 26.407 |
| 7:45am         | 170                  | 16         | 5                    | 43         | 17                            | 21         | 272           | 29.437 |
| 8:00am         | 113                  | 12         | 3                    | 43         | 8                             | 10         | 189           | 20.455 |
| Hourly Total   | 599                  | 73         | 16                   | 149        | 32                            | 55         | 924           | 100    |
| Hourly Total % | 89.1369048           | 10.8630952 | 9.6969697            | 90.3030303 | 36.7816092                    | 63.2183908 | INT PHF       |        |
| PHF            | 0.88                 | 0.79       | 0.67                 | 0.87       | 0.47                          | 0.65       | 0.85          |        |

Weekday, Peak PM

|                | N SR 37 (Southbound) |            | S SR 37 (Northbound) |            | / Allisonville Rd (Eastbound) |            | Total Total % |        |
|----------------|----------------------|------------|----------------------|------------|-------------------------------|------------|---------------|--------|
|                | Thru                 | Right      | Left                 | Thru       | Left                          | Right      |               |        |
| 4:30pm         | 85                   | 7          | 24                   | 168        | 16                            | 6          | 306           | 33.117 |
| 4:45pm         | 86                   | 7          | 19                   | 167        | 22                            | 7          | 308           | 33.333 |
| 5:00pm         | 89                   | 8          | 15                   | 194        | 26                            | 6          | 338           | 36.58  |
| 5:15pm         | 81                   | 9          | 31                   | 199        | 23                            | 6          | 349           | 37.771 |
| Hourly Total   | 341                  | 31         | 89                   | 728        | 87                            | 25         | 1301          | 140.8  |
| Hourly Total % | 50.7440476           | 4.61309524 | 53.9393939           | 441.212121 | 100                           | 28.7356322 | INT PHF       |        |
| PHF            | 0.96                 | 0.86       | 0.72                 | 0.91       | 0.84                          | 0.89       | 0.93          |        |

Intersection 52\_196th St & Promise Rd

Weekday, Peak AM

|                | N Promise Rd (Southbound) |      | E 196th St (Westbound) |       | S Promise Rd (Northbound) |        | Total   | Total % |
|----------------|---------------------------|------|------------------------|-------|---------------------------|--------|---------|---------|
|                | Left                      | Thru | Left                   | Right | Thru                      | Right  |         |         |
| 7:15am         | 0                         | 26   | 3                      | 0     | 24                        | 0      | 53      | 0.1809  |
| 7:30am         | 0                         | 53   | 3                      | 0     | 41                        | 0      | 97      | 0.3311  |
| 7:45am         | 0                         | 45   | 4                      | 0     | 31                        | 1      | 81      | 0.2765  |
| 8:00am         | 0                         | 29   | 7                      | 0     | 23                        | 3      | 62      | 0.2116  |
| Hourly Total   | 0                         | 153  | 17                     | 0     | 119                       | 4      | 293     | 1       |
| Hourly Total % | 0                         | 1    | 1                      | 0     | 0.9675                    | 0.0325 | INT PHF |         |
| PHF            | 0                         | 0.72 | 0.61                   | 0     | 0.73                      | 0.33   | 0.76    |         |

Weekday, Peak PM

|                | N Promise Rd (Southbound) |        | E 196th St (Westbound) |       | S Promise Rd (Northbound) |       | Total   | Total % |
|----------------|---------------------------|--------|------------------------|-------|---------------------------|-------|---------|---------|
|                | Left                      | Thru   | Left                   | Right | Thru                      | Right |         |         |
| 5:00pm         | 0                         | 46     | 3                      | 0     | 41                        | 9     | 99      | 0.2403  |
| 5:15pm         | 0                         | 47     | 4                      | 0     | 46                        | 11    | 108     | 0.2621  |
| 5:30pm         | 1                         | 51     | 4                      | 0     | 43                        | 11    | 110     | 0.267   |
| 5:45pm         | 0                         | 41     | 3                      | 0     | 43                        | 8     | 95      | 0.2306  |
| Hourly Total   | 1                         | 185    | 14                     | 0     | 173                       | 39    | 412     | 1       |
| Hourly Total % | 0.0054                    | 0.9946 | 1                      | 0     | 0.816                     | 0.184 | INT PHF |         |
| PHF            | 0.25                      | 0.91   | 0.88                   | 0     | 0.94                      | 0.89  | 0.94    |         |



# 196th St & Summer Rd - TMC

Thu Sep 7, 2023

AM Peak (7:- 8 AM ) 1:- 8 AM

Ass Lsaiei (gtnhd aor McdyHvHei, meal vC

Ass McI eDeod

14 : . . 0-11 0, gcHdco: -0073353, jl 80877-3



PyI tr er bv: A&F Eontoeeyton

1358 Kevideoe Lyciiton, Sutde 20. , lor taoapcsti, 1N, - 52- 0, US

| gen<br>4 tyeHtco      | Scudh<br>Ncydhbcuor |       |    |        | Weid<br>Eai dbcuor |       |    |         | Eaid<br>Weidbcuor |       |    |       |        |
|-----------------------|---------------------|-------|----|--------|--------------------|-------|----|---------|-------------------|-------|----|-------|--------|
| TiDe                  | g                   | R     | U  | App    | T                  | R     | U  | App     | g                 | T     | U  | App   | lod    |
| 2023)09)07 7:- 8AM    | 0                   | 0     | 0  | 0      | 0                  | 0     | 0  | 0       | .                 | 5     | 0  | 7     | 7      |
| 1:00AM                | 2                   | 0     | 0  | 2      | 3                  | 0     | 0  | 3       | 2                 | 2     | 0  | -     | 9      |
| 1: 8AM                | 0                   | .     | 0  | .      | .                  | 2     | 0  | 3       | .                 | 2     | 0  | 3     | 7      |
| 1:30AM                | 0                   | .     | 0  | .      | 3                  | 0     | 0  | 3       | .                 | 8     | 0  | 5     | .0     |
| Tcds                  | 2                   | 2     | 0  | -      | 7                  | 2     | 0  | 9       | 8                 | .8    | 0  | 20    | 33     |
| % AppycaH             | 800%                | 800%  | 0% | )      | 770%               | 220%  | 0% | )       | 280%              | 780%  | 0% | )     | )      |
| % Tcds                | 56 %                | 56 %  | 0% | . 26 % | 2. 02%             | 56 %  | 0% | 270%    | . 80%             | - 80% | 0% | 500%  | )      |
| PmF                   | 00280               | 00800 | )  | 00800  | 0013               | 00280 | )  | 00780   | 00528             | 00528 | )  | 007.- | 0028   |
| gtnhd aor McdyHvHei   | 0                   | 2     | 0  | 2      | 5                  | 2     | 0  | 1       | -                 | .8    | 0  | .9    | 29     |
| % gtnhd aor McdyHvHei | 0%                  | . 00% | 0% | 800%   | 180%               | . 00% | 0% | 110%    | 100%              | . 00% | 0% | 980%  | 170%   |
| meal v                | 2                   | 0     | 0  | 2      | .                  | 0     | 0  | .       | .                 | 0     | 0  | .     | -      |
| % meal v              | . 00%               | 0%    | 0% | 800%   | . - 0%             | 0%    | 0% | . . 6 % | 200%              | 0%    | 0% | 80%   | . 26 % |

\* g: gefd R: Rtnhd T: Thyu, U: U)Tuyo

# 196th St & Summer Rd - TMC

Thu Sep 7, 2023

PM Peak (5 PM - 7 PM) - ) Ovarr Peak l Hiv

o rr AraC(s li hgCat n MHdcdrC l eaC6

o rr MHDe y et gC

nD : 01440, s HlagH D10073353, -4. 8. 7713



PvHOnen bcDo &F Et i lt eevlt i

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| s ei                   | SHgh                  | WeGg                 | EaGg                  |       |
|------------------------|-----------------------|----------------------|-----------------------|-------|
| I lvedgH               | NHghbHit n            | EaGgHit n            | WeGgHit n             |       |
| Tly e                  | s R U o pp            | T R U o pp           | s T U o pp            | mg    |
| 2023-09-07 5:00PM      | : 2 0 3               | 1 : 0 .              | : 7 0 4               | : 5   |
| 5D. PM                 | : 2 0 3               | 7 0 0 7              | : 3 0 1               | : 1   |
| 5:30PM                 | 0 : 0 :               | . 0 0 .              | 2 1 0 5               | : 2   |
| 5D. PM                 | 1 2 0 5               | 3 : 0 1              | 1 . 0 9               | : 9   |
| THgr                   | 5 7 0 : 3             | : 9 2 0 2:           | 4 : 9 0 27            | 5:    |
| % o ppvHdh             | 152% . 38% 0% -       | 908 % 98 % 0% -      | 295% 708% 0% -        | -     |
| % THgr                 | 984% : : 8 % 0% 2: 8% | 3: 8 % 38% 0% 318%   | : 38 % 3: 8 % 0% 118% | -     |
| Pl F                   | 087. 0847. - 08 12    | 0879 08 00 - 087. 0  | 08 00 0879 - 087. 0   | 08403 |
| s li hgCat n MHdcdrC   | 5 7 0 : 3             | : 9 2 0 2:           | 4 : 4 0 25            | 50    |
| % s li hgCat n MHdcdrC | : 00% : 00% 0% : 00%  | : 00% : 00% 0% : 00% | : 00% 918% 0% 958%    | 948%  |
| l eaC                  | 0 0 0 0               | 0 0 0 0              | 0 : 0 :               | :     |
| % l eaC                | 0% 0% 0% 0%           | 0% 0% 0% 0%          | 0% . 8% 0% 38%        | : 8%  |

\* s Ds efg RDRLi hg TDTfw, UDU-Tuvt

Intersection 70\_191st St & Summer Rd

Weekday, Peak AM

|                | N Summer Rd (Southbound) |       | E 191st St (Westbound) |       | W 191st St (Eastbound) |      | Total   | Total % |
|----------------|--------------------------|-------|------------------------|-------|------------------------|------|---------|---------|
|                | Left                     | Right | Thru                   | Right | Left                   | Thru |         |         |
| 7:00am         | 0                        | 0     | 44                     | 0     | 0                      | 21   | 65      | 0.2104  |
| 7:15am         | 1                        | 0     | 45                     | 0     | 0                      | 28   | 74      | 0.2395  |
| 7:30am         | 0                        | 0     | 42                     | 0     | 0                      | 34   | 76      | 0.246   |
| 7:45am         | 0                        | 0     | 60                     | 0     | 0                      | 34   | 94      | 0.3042  |
| Hourly Total   | 1                        | 0     | 191                    | 0     | 0                      | 117  | 309     | 1       |
| Hourly Total % | 1                        | 0     | 1                      | 0     | 0                      | 1    | INT PHF |         |
| PHF            | 0.25                     | 0     | 0.8                    | 0     | 0                      | 0.86 | 0.82    |         |

Weekday, Peak PM

|                | N Summer Rd (Southbound) |       | E 191st St (Westbound) |       | W 191st St (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|-------|------------------------|-------|------------------------|--------|---------|---------|
|                | Left                     | Right | Thru                   | Right | Left                   | Thru   |         |         |
| 3:30pm         | 0                        | 0     | 30                     | 0     | 3                      | 49     | 82      | 0.2492  |
| 3:45pm         | 0                        | 0     | 26                     | 0     | 5                      | 49     | 80      | 0.2432  |
| 4:00pm         | 0                        | 0     | 35                     | 0     | 2                      | 55     | 92      | 0.2796  |
| 4:15pm         | 0                        | 0     | 27                     | 0     | 0                      | 48     | 75      | 0.228   |
| Hourly Total   | 0                        | 0     | 118                    | 0     | 10                     | 201    | 329     | 1       |
| Hourly Total % | 0                        | 0     | 1                      | 0     | 0.0474                 | 0.9526 | INT PHF |         |
| PHF            | 0                        | 0     | 0.84                   | 0     | 0.5                    | 0.91   | 0.89    |         |

Intersection 71\_191st St & Mallery Rd

Weekday, Peak AM

|                | E 191st St (Westbound) |        | S Mallery Rd (Northbound) |       | W 191st St (Eastbound) |       | Total   | Total % |
|----------------|------------------------|--------|---------------------------|-------|------------------------|-------|---------|---------|
|                | Left                   | Thru   | Left                      | Right | Thru                   | Right |         |         |
| 7:00am         | 0                      | 44     | 0                         | 0     | 23                     | 0     | 67      | 0.2175  |
| 7:15am         | 0                      | 45     | 0                         | 0     | 29                     | 0     | 74      | 0.2403  |
| 7:30am         | 0                      | 43     | 0                         | 0     | 33                     | 0     | 76      | 0.2468  |
| 7:45am         | 1                      | 57     | 0                         | 0     | 33                     | 0     | 91      | 0.2955  |
| Hourly Total   | 1                      | 189    | 0                         | 0     | 118                    | 0     | 308     | 1       |
| Hourly Total % | 0.0053                 | 0.9947 | 0                         | 0     | 1                      | 0     | INT PHF |         |
| PHF            | 0.25                   | 0.83   | 0                         | 0     | 0.89                   | 0     | 0.85    |         |

Weekday, Peak PM

|                | E 191st St (Westbound) |      | S Mallery Rd (Northbound) |       | W 191st St (Eastbound) |       | Total   | Total % |
|----------------|------------------------|------|---------------------------|-------|------------------------|-------|---------|---------|
|                | Left                   | Thru | Left                      | Right | Thru                   | Right |         |         |
| 3:30pm         | 0                      | 30   | 0                         | 2     | 54                     | 0     | 86      | 0.2583  |
| 3:45pm         | 0                      | 27   | 0                         | 6     | 47                     | 0     | 80      | 0.2402  |
| 4:00pm         | 0                      | 36   | 0                         | 2     | 54                     | 0     | 92      | 0.2763  |
| 4:15pm         | 0                      | 27   | 0                         | 0     | 48                     | 0     | 75      | 0.2252  |
| Hourly Total   | 0                      | 120  | 0                         | 10    | 203                    | 0     | 333     | 1       |
| Hourly Total % | 0                      | 1    | 0                         | 1     | 1                      | 0     | INT PHF |         |
| PHF            | 0                      | 0.83 | 0                         | 0.42  | 0.94                   | 0     | 0.90    |         |

Intersection 72\_191st St & Promise Rd

Weekday, Peak AM

|                | N Promise Rd (Southbound) |      |       | E 191st St (Westbound) |        |        | S Promise Rd (Northbound) |        |        | W 191st St (Eastbound) |        |        | Total   | Total % |
|----------------|---------------------------|------|-------|------------------------|--------|--------|---------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                      | Thru | Right | Left                   | Thru   | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:00am         | 1                         | 35   | 26    | 7                      | 56     | 0      | 7                         | 15     | 2      | 2                      | 14     | 6      | 171     | 0.2138  |
| 7:15am         | 3                         | 36   | 13    | 4                      | 60     | 0      | 16                        | 29     | 1      | 1                      | 28     | 6      | 197     | 0.2462  |
| 7:30am         | 5                         | 60   | 10    | 7                      | 47     | 0      | 24                        | 34     | 1      | 1                      | 26     | 10     | 225     | 0.2812  |
| 7:45am         | 8                         | 39   | 14    | 16                     | 55     | 2      | 10                        | 28     | 2      | 2                      | 23     | 8      | 207     | 0.2588  |
| Hourly Total   | 17                        | 170  | 63    | 34                     | 218    | 2      | 57                        | 106    | 6      | 6                      | 91     | 30     | 800     | 1       |
| Hourly Total % | 0.068                     | 0.68 | 0.252 | 0.1339                 | 0.8583 | 0.0079 | 0.3373                    | 0.6272 | 0.0355 | 0.0472                 | 0.7165 | 0.2362 | INT PHF |         |
| PHF            | 0.53                      | 0.71 | 0.61  | 0.53                   | 0.91   | 0.25   | 0.59                      | 0.78   | 0.75   | 0.75                   | 0.81   | 0.75   | 0.89    |         |

Weekday, Peak PM

|                | N Promise Rd (Southbound) |        |        | E 191st St (Westbound) |        |        | S Promise Rd (Northbound) |        |        | W 191st St (Eastbound) |        |        | Total   | Total % |
|----------------|---------------------------|--------|--------|------------------------|--------|--------|---------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                      | Thru   | Right  | Left                   | Thru   | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 1                         | 36     | 6      | 7                      | 31     | 2      | 11                        | 51     | 14     | 7                      | 35     | 27     | 228     | 0.2351  |
| 5:00pm         | 0                         | 44     | 5      | 7                      | 31     | 2      | 10                        | 53     | 14     | 9                      | 37     | 23     | 235     | 0.2423  |
| 5:15pm         | 1                         | 51     | 7      | 10                     | 28     | 1      | 11                        | 57     | 15     | 11                     | 50     | 15     | 257     | 0.2649  |
| 5:30pm         | 1                         | 49     | 8      | 9                      | 31     | 2      | 17                        | 56     | 11     | 9                      | 42     | 15     | 250     | 0.2577  |
| Hourly Total   | 3                         | 180    | 26     | 33                     | 121    | 7      | 49                        | 217    | 54     | 36                     | 164    | 80     | 970     | 1       |
| Hourly Total % | 0.0144                    | 0.8612 | 0.1244 | 0.205                  | 0.7516 | 0.0435 | 0.1531                    | 0.6781 | 0.1688 | 0.1286                 | 0.5857 | 0.2857 | INT PHF |         |
| PHF            | 0.75                      | 0.88   | 0.81   | 0.82                   | 0.98   | 0.88   | 0.72                      | 0.95   | 0.9    | 0.82                   | 0.82   | 0.74   | 0.94    |         |

Intersection 73\_SR 37 & 191st St

| Weekday, Peak AM |                      |       |       |                        |        |        |                      |        |        |                        |        |        |         |         |
|------------------|----------------------|-------|-------|------------------------|--------|--------|----------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N SR 37 (Southbound) |       |       | E 191st St (Westbound) |        |        | S SR 37 (Northbound) |        |        | W 191st St (Eastbound) |        |        | Total   | Total % |
|                  | Left                 | Thru  | Right | Left                   | Thru   | Right  | Left                 | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am           | 0                    | 163   | 3     | 61                     | 54     | 1      | 30                   | 31     | 5      | 1                      | 20     | 87     | 456     | 0.2202  |
| 7:30am           | 0                    | 174   | 4     | 76                     | 72     | 3      | 35                   | 35     | 8      | 1                      | 34     | 88     | 530     | 0.2559  |
| 7:45am           | 0                    | 203   | 6     | 82                     | 63     | 2      | 85                   | 50     | 10     | 1                      | 23     | 83     | 608     | 0.2936  |
| 8:00am           | 0                    | 124   | 4     | 89                     | 26     | 1      | 20                   | 45     | 13     | 2                      | 18     | 135    | 477     | 0.2303  |
| Hourly Total     | 0                    | 664   | 17    | 308                    | 215    | 7      | 170                  | 161    | 36     | 5                      | 95     | 393    | 2071    | 1       |
| Hourly Total %   | 0                    | 0.975 | 0.025 | 0.5811                 | 0.4057 | 0.0132 | 0.4632               | 0.4387 | 0.0981 | 0.0101                 | 0.1927 | 0.7972 | INT PHF |         |
| PHF              | 0                    | 0.82  | 0.71  | 0.87                   | 0.75   | 0.58   | 0.5                  | 0.81   | 0.69   | 0.62                   | 0.7    | 0.73   | 0.85    |         |

| Weekday, Peak PM |                      |        |        |                        |        |        |                      |        |        |                        |        |       |         |         |
|------------------|----------------------|--------|--------|------------------------|--------|--------|----------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | N SR 37 (Southbound) |        |        | E 191st St (Westbound) |        |        | S SR 37 (Northbound) |        |        | W 191st St (Eastbound) |        |       | Total   | Total % |
|                  | Left                 | Thru   | Right  | Left                   | Thru   | Right  | Left                 | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 4:30pm           | 1                    | 94     | 1      | 40                     | 26     | 3      | 85                   | 176    | 58     | 4                      | 54     | 51    | 593     | 0.2375  |
| 4:45pm           | 1                    | 96     | 1      | 37                     | 28     | 2      | 71                   | 185    | 55     | 7                      | 59     | 45    | 587     | 0.2351  |
| 5:00pm           | 1                    | 96     | 2      | 53                     | 36     | 4      | 65                   | 220    | 86     | 11                     | 41     | 42    | 657     | 0.2631  |
| 5:15pm           | 0                    | 83     | 2      | 37                     | 36     | 6      | 77                   | 220    | 66     | 8                      | 69     | 56    | 660     | 0.2643  |
| Hourly Total     | 3                    | 369    | 6      | 167                    | 126    | 15     | 298                  | 801    | 265    | 30                     | 223    | 194   | 2497    | 1       |
| Hourly Total %   | 0.0079               | 0.9762 | 0.0159 | 0.5422                 | 0.4091 | 0.0487 | 0.2185               | 0.5872 | 0.1943 | 0.0671                 | 0.4989 | 0.434 | INT PHF |         |
| PHF              | 0.75                 | 0.96   | 0.75   | 0.79                   | 0.88   | 0.62   | 0.88                 | 0.91   | 0.77   | 0.68                   | 0.81   | 0.87  | 0.95    |         |

Intersection 74\_191st St & Cumberland Rd

| Weekday, Peak AM |                |                              |        |        |                        |        |        |                              |        |        |                        |        |        |         |        |         |  |
|------------------|----------------|------------------------------|--------|--------|------------------------|--------|--------|------------------------------|--------|--------|------------------------|--------|--------|---------|--------|---------|--|
|                  |                | N Cumberland Rd (Southbound) |        |        | E 191st St (Westbound) |        |        | S Cumberland Rd (Northbound) |        |        | W 191st St (Eastbound) |        |        | Total   |        | Total % |  |
|                  |                | Left                         | Thru   | Right  | Left                   | Thru   | Right  | Left                         | Thru   | Right  | Left                   | Thru   | Right  |         |        |         |  |
|                  | 7:30am         | 59                           | 18     | 14     | 5                      | 48     | 8      | 3                            | 4      | 2      | 9                      | 34     | 3      | 207     | 0.2627 |         |  |
|                  | 7:45am         | 52                           | 26     | 4      | 11                     | 53     | 7      | 2                            | 4      | 3      | 5                      | 23     | 2      | 192     | 0.2437 |         |  |
|                  | 8:00am         | 71                           | 19     | 1      | 10                     | 26     | 10     | 1                            | 7      | 3      | 4                      | 27     | 1      | 180     | 0.2284 |         |  |
|                  | 8:15am         | 82                           | 33     | 1      | 6                      | 30     | 12     | 1                            | 11     | 4      | 4                      | 22     | 3      | 209     | 0.2652 |         |  |
|                  | Hourly Total   | 264                          | 96     | 20     | 32                     | 157    | 37     | 7                            | 26     | 12     | 22                     | 106    | 9      | 788     | 1      |         |  |
|                  | Hourly Total % | 0.6947                       | 0.2526 | 0.0526 | 0.1416                 | 0.6947 | 0.1637 | 0.1556                       | 0.5778 | 0.2667 | 0.1606                 | 0.7737 | 0.0657 | INT PHF |        |         |  |
|                  | PHF            | 0.8                          | 0.73   | 0.36   | 0.73                   | 0.74   | 0.77   | 0.58                         | 0.59   | 0.75   | 0.61                   | 0.78   | 0.75   |         |        |         |  |

| Weekday, Peak PM |                              |       |        |                        |        |        |                              |        |        |                        |        |        |         |         |
|------------------|------------------------------|-------|--------|------------------------|--------|--------|------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N Cumberland Rd (Southbound) |       |        | E 191st St (Westbound) |        |        | S Cumberland Rd (Northbound) |        |        | W 191st St (Eastbound) |        |        | Total   | Total % |
|                  | Left                         | Thru  | Right  | Left                   | Thru   | Right  | Left                         | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 38                           | 19    | 1      | 5                      | 29     | 75     | 6                            | 38     | 18     | 1                      | 43     | 2      | 275     | 0.2447  |
| 4:45pm           | 39                           | 19    | 1      | 10                     | 27     | 60     | 7                            | 39     | 20     | 1                      | 43     | 3      | 269     | 0.2393  |
| 5:00pm           | 37                           | 16    | 2      | 14                     | 30     | 53     | 7                            | 58     | 24     | 1                      | 32     | 3      | 277     | 0.2464  |
| 5:15pm           | 43                           | 22    | 2      | 13                     | 35     | 53     | 8                            | 46     | 19     | 1                      | 58     | 3      | 303     | 0.2696  |
| Hourly Total     | 157                          | 76    | 6      | 42                     | 121    | 241    | 28                           | 181    | 81     | 4                      | 176    | 11     | 1124    | 1       |
| Hourly Total %   | 0.6569                       | 0.318 | 0.0251 | 0.104                  | 0.2995 | 0.5965 | 0.0966                       | 0.6241 | 0.2793 | 0.0209                 | 0.9215 | 0.0576 | INT PHF |         |
| PHF              | 0.91                         | 0.86  | 0.75   | 0.75                   | 0.86   | 0.8    | 0.88                         | 0.78   | 0.84   | 1                      | 0.76   | 0.92   | 0.93    |         |

Intersection 75\_191st St & 10th St

Weekday, Peak AM

|                | N 10th St (Southbound) |      | E 191st St (Westbound) |       | S 10th St (Northbound) |        | Total   | Total % |
|----------------|------------------------|------|------------------------|-------|------------------------|--------|---------|---------|
|                | Left                   | Thru | Left                   | Right | Thru                   | Right  |         |         |
| 7:15am         | 0                      | 51   | 55                     | 0     | 2                      | 19     | 127     | 0.2566  |
| 7:30am         | 0                      | 47   | 75                     | 0     | 4                      | 26     | 152     | 0.3071  |
| 7:45am         | 0                      | 44   | 63                     | 0     | 8                      | 17     | 132     | 0.2667  |
| 8:00am         | 0                      | 20   | 37                     | 0     | 8                      | 19     | 84      | 0.1697  |
| Hourly Total   | 0                      | 162  | 230                    | 0     | 22                     | 81     | 495     | 1       |
| Hourly Total % | 0                      | 1    | 1                      | 0     | 0.2136                 | 0.7864 | INT PHF |         |
| PHF            | 0                      | 0.79 | 0.77                   | 0     | 0.69                   | 0.78   | 0.81    |         |

Weekday, Peak PM

|                | N 10th St (Southbound) |        | E 191st St (Westbound) |       | S 10th St (Northbound) |        | Total   | Total % |
|----------------|------------------------|--------|------------------------|-------|------------------------|--------|---------|---------|
|                | Left                   | Thru   | Left                   | Right | Thru                   | Right  |         |         |
| 4:30pm         | 0                      | 23     | 27                     | 2     | 67                     | 55     | 174     | 0.2636  |
| 4:45pm         | 1                      | 20     | 24                     | 3     | 67                     | 45     | 160     | 0.2424  |
| 5:00pm         | 2                      | 23     | 30                     | 5     | 62                     | 37     | 159     | 0.2409  |
| 5:15pm         | 3                      | 20     | 31                     | 6     | 39                     | 68     | 167     | 0.253   |
| Hourly Total   | 6                      | 86     | 112                    | 16    | 235                    | 205    | 660     | 1       |
| Hourly Total % | 0.0652                 | 0.9348 | 0.875                  | 0.125 | 0.5341                 | 0.4659 | INT PHF |         |
| PHF            | 0.5                    | 0.93   | 0.9                    | 0.67  | 0.88                   | 0.75   | 0.95    |         |



Intersection 76\_SR 38 & Mill Creek Rd

Weekday, Peak AM

|                | E SR 38 (Westbound) |        | S Mill Creek Rd (Northbound) |       | W SR 38 (Eastbound) |        | Total   | Total % |
|----------------|---------------------|--------|------------------------------|-------|---------------------|--------|---------|---------|
|                | Left                | Thru   | Left                         | Right | Thru                | Right  |         |         |
| 7:15am         | 2                   | 165    | 0                            | 9     | 168                 | 0      | 344     | 0.2658  |
| 7:30am         | 3                   | 143    | 0                            | 13    | 144                 | 1      | 304     | 0.2349  |
| 7:45am         | 3                   | 128    | 0                            | 14    | 186                 | 2      | 333     | 0.2573  |
| 8:00am         | 4                   | 144    | 0                            | 14    | 150                 | 1      | 313     | 0.2419  |
| Hourly Total   | 12                  | 580    | 0                            | 50    | 648                 | 4      | 1294    | 1       |
| Hourly Total % | 0.0203              | 0.9797 | 0                            | 1     | 0.9939              | 0.0061 | INT PHF |         |
| PHF            | 0.75                | 0.88   | 0                            | 0.89  | 0.87                | 0.5    | 0.94    |         |

Weekday, Peak PM

|                | E SR 38 (Westbound) |        | S Mill Creek Rd (Northbound) |       | W SR 38 (Eastbound) |        | Total   | Total % |
|----------------|---------------------|--------|------------------------------|-------|---------------------|--------|---------|---------|
|                | Left                | Thru   | Left                         | Right | Thru                | Right  |         |         |
| 5:00pm         | 13                  | 159    | 1                            | 32    | 245                 | 3      | 453     | 0.2575  |
| 5:15pm         | 12                  | 157    | 1                            | 28    | 272                 | 3      | 473     | 0.2689  |
| 5:30pm         | 12                  | 164    | 1                            | 21    | 234                 | 5      | 437     | 0.2484  |
| 5:45pm         | 12                  | 149    | 1                            | 23    | 205                 | 6      | 396     | 0.2251  |
| Hourly Total   | 49                  | 629    | 4                            | 104   | 956                 | 17     | 1759    | 1       |
| Hourly Total % | 0.0723              | 0.9277 | 0.037                        | 0.963 | 0.9825              | 0.0175 | INT PHF |         |
| PHF            | 0.94                | 0.96   | 1                            | 0.81  | 0.88                | 0.71   | 0.93    |         |

Intersection 77\_SR\_38\_Little\_Chicago\_Rd

| Weekday, Peak AM |                |                                  |        |        |                     |        |        |                                  |        |        |                     |        |        |         |         |
|------------------|----------------|----------------------------------|--------|--------|---------------------|--------|--------|----------------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  |                | N Little Chicago Rd (Southbound) |        |        | E SR 38 (Westbound) |        |        | S Little Chicago Rd (Northbound) |        |        | W SR 38 (Eastbound) |        |        |         |         |
|                  |                | Left                             | Thru   | Right  | Left                | Thru   | Right  | Left                             | Thru   | Right  | Left                | Thru   | Right  | Total   | Total % |
|                  | 7:15am         | 30                               | 107    | 94     | 44                  | 108    | 8      | 27                               | 27     | 37     | 2                   | 86     | 19     | 589     | 0.2669  |
|                  | 7:30am         | 31                               | 97     | 98     | 48                  | 71     | 11     | 43                               | 35     | 18     | 3                   | 83     | 29     | 567     | 0.2569  |
|                  | 7:45am         | 45                               | 131    | 71     | 31                  | 79     | 11     | 21                               | 27     | 31     | 5                   | 99     | 16     | 567     | 0.2569  |
|                  | 8:00am         | 30                               | 96     | 69     | 32                  | 86     | 13     | 16                               | 24     | 26     | 5                   | 71     | 16     | 484     | 0.2193  |
|                  | Hourly Total   | 136                              | 431    | 332    | 155                 | 344    | 43     | 107                              | 113    | 112    | 15                  | 339    | 80     | 2207    | 1       |
|                  | Hourly Total % | 0.1513                           | 0.4794 | 0.3693 | 0.286               | 0.6347 | 0.0793 | 0.3223                           | 0.3404 | 0.3373 | 0.0346              | 0.7811 | 0.1843 | INT PHF |         |
|                  | PHF            | 0.76                             | 0.82   | 0.85   | 0.81                | 0.8    | 0.83   | 0.62                             | 0.81   | 0.76   | 0.75                | 0.86   | 0.69   | 0.94    |         |

| Weekday, Peak PM |                                  |        |        |                     |        |        |                                  |        |        |                     |       |       |         |         |
|------------------|----------------------------------|--------|--------|---------------------|--------|--------|----------------------------------|--------|--------|---------------------|-------|-------|---------|---------|
|                  | N Little Chicago Rd (Southbound) |        |        | E SR 38 (Westbound) |        |        | S Little Chicago Rd (Northbound) |        |        | W SR 38 (Eastbound) |       |       | Total   | Total % |
|                  | Left                             | Thru   | Right  | Left                | Thru   | Right  | Left                             | Thru   | Right  | Left                | Thru  | Right |         |         |
| 4:45pm           | 25                               | 64     | 25     | 40                  | 77     | 27     | 28                               | 116    | 66     | 41                  | 87    | 28    | 624     | 0.2247  |
| 5:00pm           | 27                               | 72     | 31     | 43                  | 81     | 26     | 32                               | 108    | 79     | 47                  | 124   | 28    | 698     | 0.2514  |
| 5:15pm           | 30                               | 90     | 22     | 42                  | 79     | 26     | 40                               | 128    | 77     | 61                  | 141   | 25    | 761     | 0.274   |
| 5:30pm           | 28                               | 73     | 22     | 46                  | 73     | 34     | 30                               | 115    | 58     | 63                  | 119   | 33    | 694     | 0.2499  |
| Hourly Total     | 110                              | 299    | 100    | 171                 | 310    | 113    | 130                              | 467    | 280    | 212                 | 471   | 114   | 2777    | 1       |
| Hourly Total %   | 0.2161                           | 0.5874 | 0.1965 | 0.2879              | 0.5219 | 0.1902 | 0.1482                           | 0.5325 | 0.3193 | 0.266               | 0.591 | 0.143 | INT PHF |         |
| PHF              | 0.92                             | 0.83   | 0.81   | 0.93                | 0.96   | 0.83   | 0.81                             | 0.91   | 0.89   | 0.84                | 0.84  | 0.86  | 0.91    |         |

Intersection 78\_191st\_St\_Moontown\_Rd

| Weekday, Peak AM |                |                            |        |        |                        |        |        |                            |        |        |                        |        |        |         |         |
|------------------|----------------|----------------------------|--------|--------|------------------------|--------|--------|----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  |                | N Moontown Rd (Southbound) |        |        | E 191st St (Westbound) |        |        | S Moontown Rd (Northbound) |        |        | W 191st St (Eastbound) |        |        | Total   | Total % |
|                  |                | Left                       | Thru   | Right  | Left                   | Thru   | Right  | Left                       | Thru   | Right  | Left                   | Thru   | Right  |         |         |
|                  | 7:00am         | 0                          | 13     | 4      | 5                      | 130    | 12     | 11                         | 11     | 3      | 2                      | 26     | 5      | 222     | 0.2984  |
|                  | 7:15am         | 0                          | 11     | 2      | 7                      | 95     | 19     | 20                         | 20     | 5      | 0                      | 13     | 4      | 196     | 0.2634  |
|                  | 7:30am         | 0                          | 9      | 1      | 7                      | 99     | 17     | 9                          | 13     | 6      | 0                      | 12     | 2      | 175     | 0.2352  |
|                  | 7:45am         | 0                          | 13     | 1      | 6                      | 87     | 11     | 6                          | 6      | 4      | 0                      | 16     | 1      | 151     | 0.203   |
|                  | Hourly Total   | 0                          | 46     | 8      | 25                     | 411    | 59     | 46                         | 50     | 18     | 2                      | 67     | 12     | 744     | 1       |
|                  | Hourly Total % | 0                          | 0.8519 | 0.1481 | 0.0505                 | 0.8303 | 0.1192 | 0.4035                     | 0.4386 | 0.1579 | 0.0247                 | 0.8272 | 0.1481 | INT PHF |         |
|                  | PHF            | 0                          | 0.88   | 0.5    | 0.89                   | 0.79   | 0.78   | 0.57                       | 0.62   | 0.75   | 0.25                   | 0.64   | 0.6    | 0.84    |         |

| Weekday, Peak PM |                            |        |        |                        |        |        |                            |        |        |                        |        |        |         |         |
|------------------|----------------------------|--------|--------|------------------------|--------|--------|----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N Moontown Rd (Southbound) |        |        | E 191st St (Westbound) |        |        | S Moontown Rd (Northbound) |        |        | W 191st St (Eastbound) |        |        | Total   | Total % |
|                  | Left                       | Thru   | Right  | Left                   | Thru   | Right  | Left                       | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 10                         | 14     | 2      | 9                      | 46     | 4      | 7                          | 18     | 16     | 3                      | 95     | 6      | 230     | 0.2366  |
| 5:00pm           | 10                         | 15     | 2      | 12                     | 50     | 4      | 7                          | 14     | 18     | 3                      | 107    | 8      | 250     | 0.2572  |
| 5:15pm           | 8                          | 20     | 2      | 12                     | 46     | 3      | 6                          | 13     | 28     | 4                      | 107    | 9      | 258     | 0.2654  |
| 5:30pm           | 6                          | 22     | 3      | 11                     | 49     | 3      | 6                          | 15     | 17     | 3                      | 92     | 7      | 234     | 0.2407  |
| Hourly Total     | 34                         | 71     | 9      | 44                     | 191    | 14     | 26                         | 60     | 79     | 13                     | 401    | 30     | 972     | 1       |
| Hourly Total %   | 0.2982                     | 0.6228 | 0.0789 | 0.1767                 | 0.7671 | 0.0562 | 0.1576                     | 0.3636 | 0.4788 | 0.0293                 | 0.9032 | 0.0676 | INT PHF |         |
| PHF              | 0.85                       | 0.81   | 0.75   | 0.92                   | 0.95   | 0.88   | 0.93                       | 0.83   | 0.71   | 0.81                   | 0.94   | 0.83   | 0.94    |         |

Intersection 79\_191st\_St\_Little\_Chicago\_Rd

| Weekday, Peak AM |                                  |        |       |                        |        |       |                                  |        |       |                        |        |        |         |         |
|------------------|----------------------------------|--------|-------|------------------------|--------|-------|----------------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | N Little Chicago Rd (Southbound) |        |       | E 191st St (Westbound) |        |       | S Little Chicago Rd (Northbound) |        |       | W 191st St (Eastbound) |        |        | Total   | Total % |
|                  | Left                             | Thru   | Right | Left                   | Thru   | Right | Left                             | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 7:00am           | 1                                | 81     | 104   | 14                     | 14     | 0     | 7                                | 40     | 2     | 28                     | 1      | 9      | 301     | 0.2335  |
| 7:15am           | 0                                | 104    | 79    | 14                     | 18     | 0     | 9                                | 49     | 0     | 51                     | 0      | 6      | 330     | 0.256   |
| 7:30am           | 0                                | 107    | 79    | 17                     | 14     | 0     | 10                               | 77     | 0     | 32                     | 1      | 4      | 341     | 0.2645  |
| 7:45am           | 0                                | 116    | 74    | 13                     | 16     | 0     | 9                                | 45     | 1     | 36                     | 0      | 7      | 317     | 0.2459  |
| Hourly Total     | 1                                | 408    | 336   | 58                     | 62     | 0     | 35                               | 211    | 3     | 147                    | 2      | 26     | 1289    | 1       |
| Hourly Total %   | 0.0013                           | 0.5477 | 0.451 | 0.4833                 | 0.5167 | 0     | 0.1406                           | 0.8474 | 0.012 | 0.84                   | 0.0114 | 0.1486 | INT PHF |         |
| PHF              | 0.25                             | 0.88   | 0.81  | 0.85                   | 0.86   | 0     | 0.88                             | 0.69   | 0.38  | 0.72                   | 0.5    | 0.72   | 0.95    |         |

| Weekday, Peak PM |                                  |        |        |                        |        |       |                                  |      |        |                        |        |        |         |         |
|------------------|----------------------------------|--------|--------|------------------------|--------|-------|----------------------------------|------|--------|------------------------|--------|--------|---------|---------|
|                  | N Little Chicago Rd (Southbound) |        |        | E 191st St (Westbound) |        |       | S Little Chicago Rd (Northbound) |      |        | W 191st St (Eastbound) |        |        | Total   | Total % |
|                  | Left                             | Thru   | Right  | Left                   | Thru   | Right | Left                             | Thru | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 1                                | 97     | 48     | 7                      | 8      | 2     | 12                               | 142  | 9      | 84                     | 18     | 14     | 442     | 0.2362  |
| 5:00pm           | 1                                | 103    | 48     | 7                      | 7      | 1     | 13                               | 141  | 11     | 98                     | 17     | 24     | 471     | 0.2517  |
| 5:15pm           | 1                                | 117    | 50     | 7                      | 7      | 3     | 12                               | 170  | 9      | 100                    | 28     | 18     | 522     | 0.279   |
| 5:30pm           | 2                                | 107    | 53     | 6                      | 5      | 2     | 11                               | 136  | 11     | 72                     | 18     | 13     | 436     | 0.233   |
| Hourly Total     | 5                                | 424    | 199    | 27                     | 27     | 8     | 48                               | 589  | 40     | 354                    | 81     | 69     | 1871    | 1       |
| Hourly Total %   | 0.008                            | 0.6752 | 0.3169 | 0.4355                 | 0.4355 | 0.129 | 0.0709                           | 0.87 | 0.0591 | 0.7024                 | 0.1607 | 0.1369 | INT PHF |         |
| PHF              | 0.62                             | 0.91   | 0.94   | 0.96                   | 0.84   | 0.67  | 0.92                             | 0.87 | 0.91   | 0.89                   | 0.72   | 0.72   | 0.90    |         |

Intersection 80\_SR\_38\_Gretna\_Green\_Ln\_Harbour\_Dr

| Weekday, Peak AM |                           |      |        |                     |        |        |                                |      |        |                     |        |       |         |         |
|------------------|---------------------------|------|--------|---------------------|--------|--------|--------------------------------|------|--------|---------------------|--------|-------|---------|---------|
|                  | N Harbour Dr (Southbound) |      |        | E SR 38 (Westbound) |        |        | S Gretna Green Ln (Northbound) |      |        | W SR 38 (Eastbound) |        |       | Total   | Total % |
|                  | Left                      | Thru | Right  | Left                | Thru   | Right  | Left                           | Thru | Right  | Left                | Thru   | Right |         |         |
| 7:15am           | 26                        | 0    | 24     | 0                   | 101    | 20     | 5                              | 0    | 7      | 10                  | 145    | 0     | 338     | 0.2574  |
| 7:30am           | 35                        | 0    | 21     | 0                   | 86     | 15     | 3                              | 0    | 5      | 8                   | 147    | 0     | 320     | 0.2437  |
| 7:45am           | 30                        | 0    | 25     | 0                   | 69     | 12     | 2                              | 0    | 6      | 7                   | 175    | 0     | 326     | 0.2483  |
| 8:00am           | 21                        | 0    | 17     | 1                   | 108    | 12     | 3                              | 0    | 5      | 6                   | 156    | 0     | 329     | 0.2506  |
| Hourly Total     | 112                       | 0    | 87     | 1                   | 364    | 59     | 13                             | 0    | 23     | 31                  | 623    | 0     | 1313    | 1       |
| Hourly Total %   | 0.5628                    | 0    | 0.4372 | 0.0024              | 0.8585 | 0.1392 | 0.3611                         | 0    | 0.6389 | 0.0474              | 0.9526 | 0     | INT PHF |         |
| PHF              | 0.8                       | 0    | 0.87   | 0.25                | 0.84   | 0.74   | 0.65                           | 0    | 0.82   | 0.78                | 0.89   | 0     | 0.97    |         |

| Weekday, Peak PM |                           |      |        |                     |        |        |                                |      |       |                     |        |        |         |         |
|------------------|---------------------------|------|--------|---------------------|--------|--------|--------------------------------|------|-------|---------------------|--------|--------|---------|---------|
|                  | N Harbour Dr (Southbound) |      |        | E SR 38 (Westbound) |        |        | S Gretna Green Ln (Northbound) |      |       | W SR 38 (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru | Right  | Left                | Thru   | Right  | Left                           | Thru | Right | Left                | Thru   | Right  |         |         |
| 5:00pm           | 36                        | 0    | 10     | 4                   | 153    | 33     | 3                              | 0    | 2     | 16                  | 213    | 1      | 471     | 0.2601  |
| 5:15pm           | 28                        | 0    | 12     | 5                   | 137    | 39     | 3                              | 0    | 2     | 20                  | 240    | 3      | 489     | 0.27    |
| 5:30pm           | 25                        | 0    | 11     | 5                   | 146    | 45     | 2                              | 0    | 1     | 15                  | 196    | 2      | 448     | 0.2474  |
| 5:45pm           | 25                        | 0    | 10     | 6                   | 135    | 26     | 2                              | 0    | 1     | 12                  | 185    | 1      | 403     | 0.2225  |
| Hourly Total     | 114                       | 0    | 43     | 20                  | 571    | 143    | 10                             | 0    | 6     | 63                  | 834    | 7      | 1811    | 1       |
| Hourly Total %   | 0.7261                    | 0    | 0.2739 | 0.0272              | 0.7779 | 0.1948 | 0.625                          | 0    | 0.375 | 0.0697              | 0.9226 | 0.0077 | INT PHF |         |
| PHF              | 0.79                      | 0    | 0.9    | 0.83                | 0.93   | 0.79   | 0.83                           | 0    | 0.75  | 0.79                | 0.87   | 0.58   | 0.93    |         |

Intersection 81\_SR\_38\_Oakmont\_Dr

|  |                | Weekday, Peak AM           |      |        |                     |        |        |                           |      |        |                     |        |        |       |        |         |  |
|--|----------------|----------------------------|------|--------|---------------------|--------|--------|---------------------------|------|--------|---------------------|--------|--------|-------|--------|---------|--|
|  |                | N Whitcomb Pl (Southbound) |      |        | E SR 38 (Westbound) |        |        | S Oakmont Dr (Northbound) |      |        | W SR 38 (Eastbound) |        |        | Total |        | Total % |  |
|  |                | Left                       | Thru | Right  | Left                | Thru   | Right  | Left                      | Thru | Right  | Left                | Thru   | Right  |       |        |         |  |
|  | 7:15am         | 13                         | 0    | 15     | 1                   | 105    | 0      | 3                         | 0    | 17     | 3                   | 172    | 1      | 330   | 0.2502 |         |  |
|  | 7:30am         | 13                         | 0    | 21     | 3                   | 82     | 0      | 1                         | 0    | 14     | 1                   | 175    | 2      | 312   | 0.2365 |         |  |
|  | 7:45am         | 10                         | 0    | 12     | 1                   | 84     | 1      | 1                         | 0    | 24     | 1                   | 199    | 1      | 334   | 0.2532 |         |  |
|  | 8:00am         | 7                          | 0    | 14     | 1                   | 107    | 1      | 2                         | 0    | 28     | 2                   | 181    | 0      | 343   | 0.26   |         |  |
|  | Hourly Total   | 43                         | 0    | 62     | 6                   | 378    | 2      | 7                         | 0    | 83     | 7                   | 727    | 4      | 1319  | 1      |         |  |
|  | Hourly Total % | 0.4095                     | 0    | 0.5905 | 0.0155              | 0.9793 | 0.0052 | 0.0778                    | 0    | 0.9222 | 0.0095              | 0.9851 | 0.0054 |       |        | INT PHF |  |
|  | PHF            | 0.83                       | 0    | 0.74   | 0.5                 | 0.88   | 0.5    | 0.58                      | 0    | 0.74   | 0.58                | 0.91   | 0.5    |       |        | 0.96    |  |

| Weekday, Peak PM |                            |      |        |                     |        |        |                           |      |        |                     |        |        |         |         |
|------------------|----------------------------|------|--------|---------------------|--------|--------|---------------------------|------|--------|---------------------|--------|--------|---------|---------|
|                  | N Whitcomb Pl (Southbound) |      |        | E SR 38 (Westbound) |        |        | S Oakmont Dr (Northbound) |      |        | W SR 38 (Eastbound) |        |        | Total   | Total % |
|                  | Left                       | Thru | Right  | Left                | Thru   | Right  | Left                      | Thru | Right  | Left                | Thru   | Right  |         |         |
| 5:00pm           | 9                          | 0    | 8      | 10                  | 182    | 20     | 1                         | 0    | 13     | 17                  | 222    | 4      | 486     | 0.262   |
| 5:15pm           | 7                          | 0    | 8      | 9                   | 170    | 22     | 1                         | 0    | 19     | 15                  | 248    | 4      | 503     | 0.2712  |
| 5:30pm           | 8                          | 0    | 9      | 8                   | 184    | 18     | 1                         | 0    | 11     | 16                  | 195    | 4      | 454     | 0.2447  |
| 5:45pm           | 12                         | 0    | 8      | 8                   | 158    | 14     | 2                         | 0    | 11     | 19                  | 176    | 4      | 412     | 0.2221  |
| Hourly Total     | 36                         | 0    | 33     | 35                  | 694    | 74     | 5                         | 0    | 54     | 67                  | 841    | 16     | 1855    | 1       |
| Hourly Total %   | 0.5217                     | 0    | 0.4783 | 0.0436              | 0.8643 | 0.0922 | 0.0847                    | 0    | 0.9153 | 0.0725              | 0.9102 | 0.0173 | INT PHF |         |
| PHF              | 0.75                       | 0    | 0.92   | 0.88                | 0.94   | 0.84   | 0.62                      | 0    | 0.71   | 0.88                | 0.85   | 1      | 0.92    |         |

Intersection 82\_Hague\_Rd\_Lakeview\_Dr

| Weekday, Peak AM |                         |        |       |                           |      |        |                         |        |        |                           |        |        |         |         |
|------------------|-------------------------|--------|-------|---------------------------|------|--------|-------------------------|--------|--------|---------------------------|--------|--------|---------|---------|
|                  | N Hague Rd (Southbound) |        |       | E Lakeview Dr (Westbound) |      |        | S Hague Rd (Northbound) |        |        | W Lakeview Dr (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right | Left                      | Thru | Right  | Left                    | Thru   | Right  | Left                      | Thru   | Right  |         |         |
| 7:15am           | 24                      | 137    | 0     | 34                        | 0    | 5      | 0                       | 37     | 9      | 0                         | 2      | 5      | 253     | 0.2553  |
| 7:30am           | 19                      | 139    | 0     | 21                        | 0    | 6      | 0                       | 52     | 14     | 0                         | 3      | 5      | 259     | 0.2614  |
| 7:45am           | 33                      | 82     | 0     | 25                        | 0    | 7      | 0                       | 57     | 19     | 0                         | 6      | 6      | 235     | 0.2371  |
| 8:00am           | 20                      | 105    | 0     | 29                        | 0    | 9      | 1                       | 61     | 9      | 0                         | 4      | 6      | 244     | 0.2462  |
| Hourly Total     | 96                      | 463    | 0     | 109                       | 0    | 27     | 1                       | 207    | 51     | 0                         | 15     | 22     | 991     | 1       |
| Hourly Total %   | 0.1717                  | 0.8283 | 0     | 0.8015                    | 0    | 0.1985 | 0.0039                  | 0.7992 | 0.1969 | 0                         | 0.4054 | 0.5946 | INT PHF |         |
| PHF              | 0.73                    | 0.83   | 0     | 0.8                       | 0    | 0.75   | 0.25                    | 0.85   | 0.67   | 0                         | 0.62   | 0.92   | 0.96    |         |

| Weekday, Peak PM |                         |        |       |                           |        |        |                         |        |        |                           |        |        |         |         |
|------------------|-------------------------|--------|-------|---------------------------|--------|--------|-------------------------|--------|--------|---------------------------|--------|--------|---------|---------|
|                  | N Hague Rd (Southbound) |        |       | E Lakeview Dr (Westbound) |        |        | S Hague Rd (Northbound) |        |        | W Lakeview Dr (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right | Left                      | Thru   | Right  | Left                    | Thru   | Right  | Left                      | Thru   | Right  |         |         |
| 4:30pm           | 26                      | 121    | 0     | 8                         | 1      | 45     | 2                       | 159    | 20     | 0                         | 1      | 3      | 386     | 0.2332  |
| 4:45pm           | 25                      | 109    | 0     | 12                        | 1      | 45     | 3                       | 157    | 34     | 0                         | 1      | 4      | 391     | 0.2363  |
| 5:00pm           | 19                      | 101    | 0     | 19                        | 1      | 59     | 6                       | 188    | 25     | 0                         | 1      | 6      | 425     | 0.2568  |
| 5:15pm           | 21                      | 116    | 0     | 14                        | 1      | 52     | 6                       | 212    | 24     | 0                         | 1      | 6      | 453     | 0.2737  |
| Hourly Total     | 91                      | 447    | 0     | 53                        | 4      | 201    | 17                      | 716    | 103    | 0                         | 4      | 19     | 1655    | 1       |
| Hourly Total %   | 0.1691                  | 0.8309 | 0     | 0.2054                    | 0.0155 | 0.7791 | 0.0203                  | 0.8565 | 0.1232 | 0                         | 0.1739 | 0.8261 | INT PHF |         |
| PHF              | 0.88                    | 0.92   | 0     | 0.7                       | 1      | 0.85   | 0.71                    | 0.84   | 0.76   | 0                         | 1      | 0.79   | 0.91    |         |

Intersection 83\_Cicero\_Rd\_Field\_Dr

| Weekday, Peak AM |                          |        |       |                        |        |        |                          |        |       |                        |      |       |         |         |
|------------------|--------------------------|--------|-------|------------------------|--------|--------|--------------------------|--------|-------|------------------------|------|-------|---------|---------|
|                  | N Cicero Rd (Southbound) |        |       | E Field Dr (Westbound) |        |        | S Cicero Rd (Northbound) |        |       | W Field Dr (Eastbound) |      |       | Total   | Total % |
|                  | Left                     | Thru   | Right | Left                   | Thru   | Right  | Left                     | Thru   | Right | Left                   | Thru | Right |         |         |
| 7:15am           | 78                       | 126    | 0     | 92                     | 2      | 29     | 0                        | 20     | 55    | 0                      | 0    | 0     | 402     | 0.223   |
| 7:30am           | 75                       | 157    | 0     | 132                    | 1      | 25     | 1                        | 35     | 42    | 0                      | 0    | 0     | 468     | 0.2596  |
| 7:45am           | 123                      | 199    | 0     | 97                     | 2      | 35     | 1                        | 34     | 47    | 0                      | 0    | 0     | 538     | 0.2984  |
| 8:00am           | 106                      | 114    | 1     | 63                     | 3      | 28     | 1                        | 34     | 45    | 0                      | 0    | 0     | 395     | 0.2191  |
| Hourly Total     | 382                      | 596    | 1     | 384                    | 8      | 117    | 3                        | 123    | 189   | 0                      | 0    | 0     | 1803    | 1       |
| Hourly Total %   | 0.3902                   | 0.6088 | 0.001 | 0.7544                 | 0.0157 | 0.2299 | 0.0095                   | 0.3905 | 0.6   | 0                      | 0    | 0     | INT PHF |         |
| PHF              | 0.78                     | 0.75   | 0.25  | 0.73                   | 0.67   | 0.84   | 0.75                     | 0.88   | 0.86  | 0                      | 0    | 0     | 0.84    |         |

| Weekday, Peak PM |                          |        |        |                        |        |        |                          |        |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N Cicero Rd (Southbound) |        |        | E Field Dr (Westbound) |        |        | S Cicero Rd (Northbound) |        |        | W Field Dr (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 59                       | 48     | 2      | 66                     | 7      | 187    | 2                        | 147    | 130    | 2                      | 3      | 1      | 654     | 0.2544  |
| 4:45pm           | 85                       | 69     | 2      | 65                     | 9      | 148    | 1                        | 123    | 130    | 1                      | 4      | 1      | 638     | 0.2482  |
| 5:00pm           | 86                       | 63     | 4      | 63                     | 14     | 143    | 2                        | 140    | 118    | 1                      | 3      | 1      | 638     | 0.2482  |
| 5:15pm           | 71                       | 67     | 5      | 53                     | 16     | 141    | 4                        | 116    | 163    | 1                      | 4      | 0      | 641     | 0.2493  |
| Hourly Total     | 301                      | 247    | 13     | 247                    | 46     | 619    | 9                        | 526    | 541    | 5                      | 14     | 3      | 2571    | 1       |
| Hourly Total %   | 0.5365                   | 0.4403 | 0.0232 | 0.2708                 | 0.0504 | 0.6787 | 0.0084                   | 0.4888 | 0.5028 | 0.2273                 | 0.6364 | 0.1364 | INT PHF |         |
| PHF              | 0.88                     | 0.89   | 0.65   | 0.94                   | 0.72   | 0.83   | 0.56                     | 0.89   | 0.83   | 0.62                   | 0.88   | 0.75   | 0.98    |         |



84\_10th\_St\_Field\_Dr

| Weekday, Peak AM |                        |        |        |                        |        |        |                        |        |        |                        |        |        |         |         |
|------------------|------------------------|--------|--------|------------------------|--------|--------|------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N 10th St (Southbound) |        |        | E Field Dr (Westbound) |        |        | S 10th St (Northbound) |        |        | W Field Dr (Eastbound) |        |        | Total   | Total % |
|                  | Left                   | Thru   | Right  | Left                   | Thru   | Right  | Left                   | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am           | 1                      | 72     | 89     | 1                      | 32     | 1      | 7                      | 9      | 2      | 28                     | 67     | 47     | 356     | 0.2464  |
| 7:30am           | 4                      | 55     | 130    | 1                      | 22     | 6      | 9                      | 9      | 4      | 29                     | 49     | 43     | 361     | 0.2498  |
| 7:45am           | 7                      | 56     | 90     | 1                      | 44     | 6      | 10                     | 10     | 4      | 25                     | 77     | 86     | 416     | 0.2879  |
| 8:00am           | 5                      | 23     | 51     | 1                      | 39     | 4      | 12                     | 11     | 4      | 23                     | 93     | 46     | 312     | 0.2159  |
| Hourly Total     | 17                     | 206    | 360    | 4                      | 137    | 17     | 38                     | 39     | 14     | 105                    | 286    | 222    | 1445    | 1       |
| Hourly Total %   | 0.0292                 | 0.3533 | 0.6175 | 0.0253                 | 0.8671 | 0.1076 | 0.4176                 | 0.4286 | 0.1538 | 0.1713                 | 0.4666 | 0.3622 | INT PHF |         |
| PHF              | 0.61                   | 0.72   | 0.69   | 1                      | 0.78   | 0.71   | 0.79                   | 0.89   | 0.88   | 0.91                   | 0.77   | 0.65   | 0.87    |         |

| Weekday, Peak PM |                        |        |        |                        |        |        |                        |        |        |                        |        |        |         |         |
|------------------|------------------------|--------|--------|------------------------|--------|--------|------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N 10th St (Southbound) |        |        | E Field Dr (Westbound) |        |        | S 10th St (Northbound) |        |        | W Field Dr (Eastbound) |        |        | Total   | Total % |
|                  | Left                   | Thru   | Right  | Left                   | Thru   | Right  | Left                   | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 8                      | 20     | 46     | 6                      | 97     | 7      | 143                    | 67     | 7      | 100                    | 79     | 26     | 606     | 0.2565  |
| 4:45pm           | 9                      | 17     | 41     | 4                      | 125    | 9      | 74                     | 54     | 8      | 110                    | 103    | 31     | 585     | 0.2476  |
| 5:00pm           | 9                      | 18     | 52     | 4                      | 132    | 10     | 64                     | 66     | 11     | 85                     | 117    | 26     | 594     | 0.2514  |
| 5:15pm           | 11                     | 22     | 44     | 4                      | 119    | 10     | 58                     | 33     | 14     | 121                    | 114    | 28     | 578     | 0.2446  |
| Hourly Total     | 37                     | 77     | 183    | 18                     | 473    | 36     | 339                    | 220    | 40     | 416                    | 413    | 111    | 2363    | 1       |
| Hourly Total %   | 0.1246                 | 0.2593 | 0.6162 | 0.0342                 | 0.8975 | 0.0683 | 0.5659                 | 0.3673 | 0.0668 | 0.4426                 | 0.4394 | 0.1181 | INT PHF |         |
| PHF              | 0.84                   | 0.88   | 0.88   | 0.75                   | 0.9    | 0.9    | 0.59                   | 0.82   | 0.71   | 0.86                   | 0.88   | 0.9    | 0.97    |         |

85\_16th\_St\_Field\_Dr

Weekday, Peak AM

|                | E Field Dr (Westbound) |       | S 16th St (Northbound) |        | W Field Dr (Eastbound) |        | Total   | Total % |
|----------------|------------------------|-------|------------------------|--------|------------------------|--------|---------|---------|
|                | Left                   | Thru  | Left                   | Right  | Thru                   | Right  |         |         |
| 7:30am         | 0                      | 26    | 1                      | 7      | 57                     | 3      | 94      | 0.188   |
| 7:45am         | 0                      | 49    | 2                      | 9      | 87                     | 6      | 153     | 0.306   |
| 8:00am         | 2                      | 36    | 2                      | 7      | 91                     | 7      | 145     | 0.29    |
| 8:15am         | 3                      | 23    | 2                      | 6      | 68                     | 6      | 108     | 0.216   |
| Hourly Total   | 5                      | 134   | 7                      | 29     | 303                    | 22     | 500     | 1       |
| Hourly Total % | 0.036                  | 0.964 | 0.1944                 | 0.8056 | 0.9323                 | 0.0677 | INT PHF |         |
| PHF            | 0.42                   | 0.68  | 0.88                   | 0.81   | 0.83                   | 0.79   | 0.82    |         |

Weekday, Peak PM

|                | E Field Dr (Westbound) |        | S 16th St (Northbound) |        | W Field Dr (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|------------------------|--------|------------------------|--------|---------|---------|
|                | Left                   | Thru   | Left                   | Right  | Thru                   | Right  |         |         |
| 4:45pm         | 12                     | 112    | 30                     | 10     | 117                    | 7      | 288     | 0.2494  |
| 5:00pm         | 16                     | 130    | 20                     | 11     | 125                    | 7      | 309     | 0.2675  |
| 5:15pm         | 15                     | 112    | 17                     | 10     | 133                    | 9      | 296     | 0.2563  |
| 5:30pm         | 11                     | 91     | 13                     | 9      | 128                    | 10     | 262     | 0.2268  |
| Hourly Total   | 54                     | 445    | 80                     | 40     | 503                    | 33     | 1155    | 1       |
| Hourly Total % | 0.1082                 | 0.8918 | 0.6667                 | 0.3333 | 0.9384                 | 0.0616 | INT PHF |         |
| PHF            | 0.84                   | 0.86   | 0.67                   | 0.91   | 0.95                   | 0.82   | 0.93    |         |

86\_Cumberland\_Rd\_Field\_Dr

| Weekday, Peak AM |                              |        |        |                        |        |        |                              |        |        |                        |        |        |         |         |
|------------------|------------------------------|--------|--------|------------------------|--------|--------|------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N Cumberland Rd (Southbound) |        |        | E 186th St (Westbound) |        |        | S Cumberland Rd (Northbound) |        |        | W 186th St (Eastbound) |        |        | Total   | Total % |
|                  | Left                         | Thru   | Right  | Left                   | Thru   | Right  | Left                         | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:30am           | 6                            | 20     | 5      | 28                     | 58     | 14     | 8                            | 4      | 1      | 10                     | 24     | 9      | 187     | 0.2232  |
| 7:45am           | 6                            | 43     | 7      | 20                     | 96     | 7      | 13                           | 4      | 1      | 5                      | 47     | 20     | 269     | 0.321   |
| 8:00am           | 3                            | 25     | 11     | 23                     | 57     | 7      | 9                            | 7      | 2      | 2                      | 23     | 38     | 207     | 0.247   |
| 8:15am           | 2                            | 38     | 11     | 14                     | 38     | 7      | 8                            | 9      | 3      | 3                      | 20     | 22     | 175     | 0.2088  |
| Hourly Total     | 17                           | 126    | 34     | 85                     | 249    | 35     | 38                           | 24     | 7      | 20                     | 114    | 89     | 838     | 1       |
| Hourly Total %   | 0.096                        | 0.7119 | 0.1921 | 0.2304                 | 0.6748 | 0.0949 | 0.5507                       | 0.3478 | 0.1014 | 0.0897                 | 0.5112 | 0.3991 | INT PHF |         |
| PHF              | 0.71                         | 0.73   | 0.77   | 0.76                   | 0.65   | 0.62   | 0.73                         | 0.67   | 0.58   | 0.5                    | 0.61   | 0.59   |         | 0.78    |

| Weekday, Peak PM |                              |        |        |                        |        |        |                              |        |        |                        |        |        |         |         |
|------------------|------------------------------|--------|--------|------------------------|--------|--------|------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N Cumberland Rd (Southbound) |        |        | E 186th St (Westbound) |        |        | S Cumberland Rd (Northbound) |        |        | W 186th St (Eastbound) |        |        | Total   | Total % |
|                  | Left                         | Thru   | Right  | Left                   | Thru   | Right  | Left                         | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 5:00pm           | 4                            | 22     | 14     | 9                      | 99     | 21     | 23                           | 83     | 9      | 20                     | 62     | 20     | 386     | 0.2563  |
| 5:15pm           | 5                            | 23     | 16     | 8                      | 108    | 30     | 29                           | 58     | 8      | 27                     | 56     | 25     | 393     | 0.261   |
| 5:30pm           | 5                            | 25     | 13     | 12                     | 79     | 27     | 25                           | 53     | 8      | 23                     | 56     | 31     | 357     | 0.2371  |
| 5:45pm           | 5                            | 34     | 10     | 16                     | 88     | 22     | 35                           | 48     | 12     | 18                     | 46     | 36     | 370     | 0.2457  |
| Hourly Total     | 19                           | 104    | 53     | 45                     | 374    | 100    | 112                          | 242    | 37     | 88                     | 220    | 112    | 1506    | 1       |
| Hourly Total %   | 0.108                        | 0.5909 | 0.3011 | 0.0867                 | 0.7206 | 0.1927 | 0.2864                       | 0.6189 | 0.0946 | 0.2095                 | 0.5238 | 0.2667 | INT PHF |         |
| PHF              | 0.95                         | 0.76   | 0.83   | 0.7                    | 0.87   | 0.83   | 0.8                          | 0.73   | 0.77   | 0.81                   | 0.89   | 0.78   |         | 0.96    |

87\_SR\_37\_186th\_St

|  |                | Weekday, Peak AM     |        |        |                        |        |        |                      |        |       |                        |        |       |       |        |         |  |
|--|----------------|----------------------|--------|--------|------------------------|--------|--------|----------------------|--------|-------|------------------------|--------|-------|-------|--------|---------|--|
|  |                | N SR 37 (Southbound) |        |        | E 186th St (Westbound) |        |        | S SR 37 (Northbound) |        |       | W 186th St (Eastbound) |        |       | Total |        | Total % |  |
|  |                | Left                 | Thru   | Right  | Left                   | Thru   | Right  | Left                 | Thru   | Right | Left                   | Thru   | Right |       |        |         |  |
|  | 7:15am         | 4                    | 298    | 12     | 1                      | 6      | 0      | 51                   | 69     | 0     | 0                      | 2      | 15    | 458   | 0.2189 |         |  |
|  | 7:30am         | 5                    | 304    | 26     | 1                      | 8      | 0      | 52                   | 78     | 0     | 2                      | 5      | 23    | 504   | 0.2409 |         |  |
|  | 7:45am         | 3                    | 329    | 32     | 0                      | 10     | 1      | 52                   | 149    | 0     | 3                      | 8      | 33    | 620   | 0.2964 |         |  |
|  | 8:00am         | 2                    | 328    | 34     | 0                      | 9      | 0      | 34                   | 74     | 0     | 2                      | 5      | 22    | 510   | 0.2438 |         |  |
|  | Hourly Total   | 14                   | 1259   | 104    | 2                      | 33     | 1      | 189                  | 370    | 0     | 7                      | 20     | 93    | 2092  | 1      |         |  |
|  | Hourly Total % | 0.0102               | 0.9143 | 0.0755 | 0.0556                 | 0.9167 | 0.0278 | 0.3381               | 0.6619 | 0     | 0.0583                 | 0.1667 | 0.775 |       |        | INT PHF |  |
|  | PHF            | 0.7                  | 0.96   | 0.76   | 0.5                    | 0.82   | 0.25   | 0.91                 | 0.62   | 0     | 0.58                   | 0.62   | 0.7   |       |        | 0.84    |  |

| Weekday, Peak PM |                      |       |       |                        |        |        |                      |        |        |                        |        |        |         |         |
|------------------|----------------------|-------|-------|------------------------|--------|--------|----------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N SR 37 (Southbound) |       |       | E 186th St (Westbound) |        |        | S SR 37 (Northbound) |        |        | W 186th St (Eastbound) |        |        | Total   | Total % |
|                  | Left                 | Thru  | Right | Left                   | Thru   | Right  | Left                 | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 1                    | 171   | 13    | 0                      | 19     | 1      | 60                   | 323    | 3      | 3                      | 21     | 45     | 660     | 0.244   |
| 5:00pm           | 2                    | 170   | 13    | 0                      | 15     | 2      | 87                   | 362    | 2      | 5                      | 14     | 48     | 720     | 0.2662  |
| 5:15pm           | 3                    | 161   | 13    | 0                      | 12     | 2      | 97                   | 339    | 1      | 4                      | 12     | 46     | 690     | 0.2551  |
| 5:30pm           | 3                    | 183   | 14    | 0                      | 11     | 1      | 75                   | 281    | 2      | 4                      | 10     | 51     | 635     | 0.2348  |
| Hourly Total     | 9                    | 685   | 53    | 0                      | 57     | 6      | 319                  | 1305   | 8      | 16                     | 57     | 190    | 2705    | 1       |
| Hourly Total %   | 0.012                | 0.917 | 0.071 | 0                      | 0.9048 | 0.0952 | 0.1955               | 0.7996 | 0.0049 | 0.0608                 | 0.2167 | 0.7224 | INT PHF |         |
| PHF              | 0.75                 | 0.94  | 0.95  | 0                      | 0.75   | 0.75   | 0.82                 | 0.9    | 0.67   | 0.8                    | 0.68   | 0.93   | 0.94    |         |

88\_186th\_St\_Promise\_Rd

Weekday, Peak AM

|                | N Promise Rd (Southbound) |        | S Promise Rd (Northbound) |        | W 186th St (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|--------|---------------------------|--------|------------------------|--------|---------|---------|
|                | Thru                      | Right  | Left                      | Thru   | Left                   | Right  |         |         |
| 7:15am         | 50                        | 2      | 4                         | 47     | 0                      | 7      | 110     | 0.2124  |
| 7:30am         | 93                        | 3      | 6                         | 52     | 0                      | 9      | 163     | 0.3147  |
| 7:45am         | 77                        | 4      | 6                         | 39     | 1                      | 9      | 136     | 0.2625  |
| 8:00am         | 64                        | 2      | 6                         | 29     | 1                      | 7      | 109     | 0.2104  |
| Hourly Total   | 284                       | 11     | 22                        | 167    | 2                      | 32     | 518     | 1       |
| Hourly Total % | 0.9627                    | 0.0373 | 0.1164                    | 0.8836 | 0.0588                 | 0.9412 | INT PHF |         |
| PHF            | 0.76                      | 0.69   | 0.92                      | 0.8    | 0.5                    | 0.89   | 0.79    |         |

Weekday, Peak PM

|                | N Promise Rd (Southbound) |        | S Promise Rd (Northbound) |        | W 186th St (Eastbound) |       | Total   | Total % |
|----------------|---------------------------|--------|---------------------------|--------|------------------------|-------|---------|---------|
|                | Thru                      | Right  | Left                      | Thru   | Left                   | Right |         |         |
| 4:45pm         | 73                        | 2      | 17                        | 83     | 5                      | 18    | 198     | 0.2529  |
| 5:00pm         | 85                        | 1      | 13                        | 84     | 4                      | 15    | 202     | 0.258   |
| 5:15pm         | 71                        | 1      | 11                        | 90     | 3                      | 13    | 189     | 0.2414  |
| 5:30pm         | 81                        | 1      | 10                        | 90     | 2                      | 10    | 194     | 0.2478  |
| Hourly Total   | 310                       | 5      | 51                        | 347    | 14                     | 56    | 783     | 1       |
| Hourly Total % | 0.9841                    | 0.0159 | 0.1281                    | 0.8719 | 0.2                    | 0.8   | INT PHF |         |
| PHF            | 0.91                      | 0.62   | 0.75                      | 0.96   | 0.7                    | 0.78  | 0.97    |         |

102\_181st\_St\_Mallery\_Rd

Weekday, Peak AM

|                | N Mallery Rd (Southbound) |       | E 181st St (Westbound) |       | W 181st St (Eastbound) |      | Total   | Total % |
|----------------|---------------------------|-------|------------------------|-------|------------------------|------|---------|---------|
|                | Left                      | Right | Thru                   | Right | Left                   | Thru |         |         |
| 6:30am         | 0                         | 9     | 0                      | 0     | 0                      | 0    | 9       | 0.375   |
| 6:45am         | 0                         | 10    | 0                      | 0     | 0                      | 0    | 10      | 0.4167  |
| 7:00am         | 0                         | 3     | 1                      | 0     | 0                      | 0    | 4       | 0.1667  |
| 7:15am         | 0                         | 0     | 1                      | 0     | 0                      | 0    | 1       | 0.0417  |
| Hourly Total   | 0                         | 22    | 2                      | 0     | 0                      | 0    | 24      | 1       |
| Hourly Total % | 0                         | 1     | 1                      | 0     | 0                      | 0    | INT PHF |         |
| PHF            | 0                         | 0.55  | 0.5                    | 0     | 0                      | 0    | 0.60    |         |

Weekday, Peak PM

|                | N Mallery Rd (Southbound) |       | E 181st St (Westbound) |       | W 181st St (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|-------|------------------------|-------|------------------------|--------|---------|---------|
|                | Left                      | Right | Thru                   | Right | Left                   | Thru   |         |         |
| 5:15pm         | 0                         | 0     | 1                      | 0     | 0                      | 3      | 4       | 0.2222  |
| 5:30pm         | 0                         | 0     | 1                      | 0     | 0                      | 3      | 4       | 0.2222  |
| 5:45pm         | 0                         | 0     | 1                      | 0     | 1                      | 3      | 5       | 0.2778  |
| 6:00pm         | 0                         | 0     | 0                      | 0     | 3                      | 2      | 5       | 0.2778  |
| Hourly Total   | 0                         | 0     | 3                      | 0     | 4                      | 11     | 18      | 1       |
| Hourly Total % | 0                         | 0     | 1                      | 0     | 0.2667                 | 0.7333 | INT PHF |         |
| PHF            | 0                         | 0     | 0.75                   | 0     | 0.33                   | 0.92   | 0.90    |         |

103\_181st\_St\_Promise\_Rd

Weekday, Peak AM

|                | N Promise Rd (Southbound) |      | E 181st St (Westbound) |       | S Promise Rd (Northbound) |       | Total   | Total % |
|----------------|---------------------------|------|------------------------|-------|---------------------------|-------|---------|---------|
|                | Left                      | Thru | Left                   | Right | Thru                      | Right |         |         |
| 7:15am         | 0                         | 66   | 1                      | 0     | 49                        | 0     | 116     | 0.2306  |
| 7:30am         | 0                         | 96   | 4                      | 0     | 49                        | 0     | 149     | 0.2962  |
| 7:45am         | 0                         | 87   | 5                      | 0     | 43                        | 0     | 135     | 0.2684  |
| 8:00am         | 0                         | 67   | 2                      | 0     | 34                        | 0     | 103     | 0.2048  |
| Hourly Total   | 0                         | 316  | 12                     | 0     | 175                       | 0     | 503     | 1       |
| Hourly Total % | 0                         | 1    | 1                      | 0     | 1                         | 0     | INT PHF |         |
| PHF            | 0                         | 0.82 | 0.6                    | 0     | 0.89                      | 0     | 0.84    |         |

Weekday, Peak PM

|                | N Promise Rd (Southbound) |      | E 181st St (Westbound) |       | S Promise Rd (Northbound) |        | Total   | Total % |
|----------------|---------------------------|------|------------------------|-------|---------------------------|--------|---------|---------|
|                | Left                      | Thru | Left                   | Right | Thru                      | Right  |         |         |
| 4:45pm         | 0                         | 82   | 1                      | 0     | 98                        | 2      | 183     | 0.247   |
| 5:00pm         | 0                         | 93   | 2                      | 0     | 93                        | 2      | 190     | 0.2564  |
| 5:15pm         | 0                         | 81   | 1                      | 0     | 105                       | 2      | 189     | 0.2551  |
| 5:30pm         | 0                         | 83   | 1                      | 0     | 92                        | 3      | 179     | 0.2416  |
| Hourly Total   | 0                         | 339  | 5                      | 0     | 388                       | 9      | 741     | 1       |
| Hourly Total % | 0                         | 1    | 1                      | 0     | 0.9773                    | 0.0227 | INT PHF |         |
| PHF            | 0                         | 0.91 | 0.62                   | 0     | 0.92                      | 0.75   | 0.98    |         |

104\_Cumberland\_Rd\_Monument\_St

Weekday, Peak AM

|                | Cumberland Rd (Southbound) |        | Cumberland Rd (Northbound) |        | W Monument St (Eastbound) |        | Total   | Total % |
|----------------|----------------------------|--------|----------------------------|--------|---------------------------|--------|---------|---------|
|                | Thru                       | Right  | Left                       | Thru   | Left                      | Right  |         |         |
| 8:15am         | 48                         | 23     | 49                         | 67     | 3                         | 13     | 203     | 0.25    |
| 8:30am         | 51                         | 21     | 31                         | 52     | 2                         | 11     | 168     | 0.2069  |
| 8:45am         | 48                         | 39     | 48                         | 50     | 6                         | 27     | 218     | 0.2685  |
| 9:00am         | 38                         | 19     | 28                         | 56     | 12                        | 70     | 223     | 0.2746  |
| Hourly Total   | 185                        | 102    | 156                        | 225    | 23                        | 121    | 812     | 1       |
| Hourly Total % | 0.6446                     | 0.3554 | 0.4094                     | 0.5906 | 0.1597                    | 0.8403 | INT PHF |         |
| PHF            | 0.91                       | 0.65   | 0.8                        | 0.84   | 0.48                      | 0.43   | 0.91    |         |

Weekday, Peak PM

|                | Cumberland Rd (Southbound) |        | Cumberland Rd (Northbound) |        | W Monument St (Eastbound) |        | Total   | Total % |
|----------------|----------------------------|--------|----------------------------|--------|---------------------------|--------|---------|---------|
|                | Thru                       | Right  | Left                       | Thru   | Left                      | Right  |         |         |
| 5:15pm         | 57                         | 7      | 34                         | 116    | 8                         | 21     | 243     | 0.2375  |
| 5:30pm         | 47                         | 9      | 49                         | 106    | 6                         | 26     | 243     | 0.2375  |
| 5:45pm         | 68                         | 9      | 39                         | 122    | 6                         | 32     | 276     | 0.2698  |
| 6:00pm         | 85                         | 11     | 44                         | 86     | 4                         | 31     | 261     | 0.2551  |
| Hourly Total   | 257                        | 36     | 166                        | 430    | 24                        | 110    | 1023    | 1       |
| Hourly Total % | 0.8771                     | 0.1229 | 0.2785                     | 0.7215 | 0.1791                    | 0.8209 | INT PHF |         |
| PHF            | 0.76                       | 0.82   | 0.85                       | 0.88   | 0.75                      | 0.86   | 0.93    |         |



105\_Monument\_St\_16th\_St

| Weekday, Peak AM |                        |        |       |                           |      |        |                        |        |        |                           |        |        |         |         |
|------------------|------------------------|--------|-------|---------------------------|------|--------|------------------------|--------|--------|---------------------------|--------|--------|---------|---------|
|                  | N 16th St (Southbound) |        |       | E Monument St (Westbound) |      |        | S 16th St (Northbound) |        |        | W Monument St (Eastbound) |        |        | Total   | Total % |
|                  | Left                   | Thru   | Right | Left                      | Thru | Right  | Left                   | Thru   | Right  | Left                      | Thru   | Right  |         |         |
| 8:15am           | 10                     | 16     | 0     | 2                         | 12   | 3      | 1                      | 9      | 16     | 0                         | 16     | 0      | 85      | 0.2231  |
| 8:30am           | 12                     | 27     | 0     | 3                         | 11   | 3      | 1                      | 8      | 12     | 0                         | 16     | 1      | 94      | 0.2467  |
| 8:45am           | 14                     | 25     | 0     | 7                         | 12   | 3      | 0                      | 5      | 10     | 0                         | 37     | 1      | 114     | 0.2992  |
| 9:00am           | 9                      | 22     | 0     | 9                         | 16   | 4      | 0                      | 7      | 4      | 0                         | 16     | 1      | 88      | 0.231   |
| Hourly Total     | 45                     | 90     | 0     | 21                        | 51   | 13     | 2                      | 29     | 42     | 0                         | 85     | 3      | 381     | 1       |
| Hourly Total %   | 0.3333                 | 0.6667 | 0     | 0.2471                    | 0.6  | 0.1529 | 0.0274                 | 0.3973 | 0.5753 | 0                         | 0.9659 | 0.0341 | INT PHF |         |
| PHF              | 0.8                    | 0.83   | 0     | 0.58                      | 0.8  | 0.81   | 0.5                    | 0.81   | 0.66   | 0                         | 0.57   | 0.75   | 0.84    |         |

| Weekday, Peak PM |                        |        |        |                           |        |        |                        |        |       |                           |        |        |         |         |
|------------------|------------------------|--------|--------|---------------------------|--------|--------|------------------------|--------|-------|---------------------------|--------|--------|---------|---------|
|                  | N 16th St (Southbound) |        |        | E Monument St (Westbound) |        |        | S 16th St (Northbound) |        |       | W Monument St (Eastbound) |        |        | Total   | Total % |
|                  | Left                   | Thru   | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right | Left                      | Thru   | Right  |         |         |
| 3:15pm           | 8                      | 10     | 0      | 8                         | 13     | 5      | 1                      | 20     | 8     | 0                         | 25     | 0      | 98      | 0.1842  |
| 3:30pm           | 8                      | 10     | 1      | 22                        | 28     | 10     | 1                      | 20     | 8     | 1                         | 32     | 0      | 141     | 0.265   |
| 3:45pm           | 5                      | 15     | 1      | 18                        | 68     | 24     | 4                      | 27     | 5     | 1                         | 18     | 1      | 187     | 0.3515  |
| 4:00pm           | 4                      | 20     | 0      | 9                         | 26     | 10     | 2                      | 21     | 3     | 1                         | 8      | 2      | 106     | 0.1992  |
| Hourly Total     | 25                     | 55     | 2      | 57                        | 135    | 49     | 8                      | 88     | 24    | 3                         | 83     | 3      | 532     | 1       |
| Hourly Total %   | 0.3049                 | 0.6707 | 0.0244 | 0.2365                    | 0.5602 | 0.2033 | 0.0667                 | 0.7333 | 0.2   | 0.0337                    | 0.9326 | 0.0337 | INT PHF |         |
| PHF              | 0.78                   | 0.69   | 0.5    | 0.65                      | 0.5    | 0.51   | 0.5                    | 0.81   | 0.75  | 0.75                      | 0.65   | 0.38   | 0.71    |         |

106\_10th\_St\_Monument\_St

| Weekday, Peak AM |                        |        |        |                           |        |        |                        |        |        |                           |      |       |         |         |
|------------------|------------------------|--------|--------|---------------------------|--------|--------|------------------------|--------|--------|---------------------------|------|-------|---------|---------|
|                  | N 10th St (Southbound) |        |        | E Monument St (Westbound) |        |        | S 10th St (Northbound) |        |        | W Monument St (Eastbound) |      |       | Total   | Total % |
|                  | Left                   | Thru   | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right  | Left                      | Thru | Right |         |         |
| 7:15am           | 23                     | 57     | 6      | 2                         | 2      | 0      | 0                      | 10     | 15     | 0                         | 0    | 0     | 115     | 0.2608  |
| 7:30am           | 10                     | 36     | 9      | 1                         | 1      | 0      | 0                      | 22     | 18     | 0                         | 1    | 0     | 98      | 0.2222  |
| 7:45am           | 4                      | 78     | 4      | 1                         | 0      | 0      | 0                      | 19     | 24     | 0                         | 1    | 1     | 132     | 0.2993  |
| 8:00am           | 4                      | 40     | 1      | 3                         | 1      | 1      | 0                      | 29     | 16     | 0                         | 1    | 0     | 96      | 0.2177  |
| Hourly Total     | 41                     | 211    | 20     | 7                         | 4      | 1      | 0                      | 80     | 73     | 0                         | 3    | 1     | 441     | 1       |
| Hourly Total %   | 0.1507                 | 0.7757 | 0.0735 | 0.5833                    | 0.3333 | 0.0833 | 0                      | 0.5229 | 0.4771 | 0                         | 0.75 | 0.25  | INT PHF |         |
| PHF              | 0.45                   | 0.68   | 0.56   | 0.58                      | 0.5    | 0.25   | 0                      | 0.69   | 0.76   | 0                         | 0.75 | 0.25  | 0.84    |         |

| Weekday, Peak PM |                        |        |       |                           |        |        |                        |        |        |                           |        |        |         |         |
|------------------|------------------------|--------|-------|---------------------------|--------|--------|------------------------|--------|--------|---------------------------|--------|--------|---------|---------|
|                  | N 10th St (Southbound) |        |       | E Monument St (Westbound) |        |        | S 10th St (Northbound) |        |        | W Monument St (Eastbound) |        |        | Total   | Total % |
|                  | Left                   | Thru   | Right | Left                      | Thru   | Right  | Left                   | Thru   | Right  | Left                      | Thru   | Right  |         |         |
| 4:30pm           | 3                      | 37     | 0     | 8                         | 11     | 3      | 1                      | 188    | 8      | 3                         | 3      | 1      | 266     | 0.33    |
| 4:45pm           | 1                      | 40     | 1     | 7                         | 8      | 3      | 0                      | 115    | 10     | 2                         | 3      | 1      | 191     | 0.237   |
| 5:00pm           | 2                      | 39     | 0     | 8                         | 9      | 3      | 0                      | 106    | 13     | 1                         | 4      | 0      | 185     | 0.2295  |
| 5:15pm           | 1                      | 42     | 0     | 6                         | 7      | 3      | 0                      | 86     | 16     | 1                         | 2      | 0      | 164     | 0.2035  |
| Hourly Total     | 7                      | 158    | 1     | 29                        | 35     | 12     | 1                      | 495    | 47     | 7                         | 12     | 2      | 806     | 1       |
| Hourly Total %   | 0.0422                 | 0.9518 | 0.006 | 0.3816                    | 0.4605 | 0.1579 | 0.0018                 | 0.9116 | 0.0866 | 0.3333                    | 0.5714 | 0.0952 | INT PHF |         |
| PHF              | 0.58                   | 0.94   | 0.25  | 0.91                      | 0.8    | 1      | 0.25                   | 0.66   | 0.73   | 0.58                      | 0.75   | 0.5    | 0.76    |         |

| Weekday, Peak AM |                             |           |           |                        |           |           |                             |           |           |                        |           |           |       |         |
|------------------|-----------------------------|-----------|-----------|------------------------|-----------|-----------|-----------------------------|-----------|-----------|------------------------|-----------|-----------|-------|---------|
|                  | N Sheridan Ave (Southbound) |           |           | E Logan St (Westbound) |           |           | S Sheridan Ave (Northbound) |           |           | W Logan St (Eastbound) |           |           |       |         |
|                  | Left                        | Thru      | Right     | Left                   | Thru      | Right     | Left                        | Thru      | Right     | Left                   | Thru      | Right     | Total | Total % |
| 7:30am           | 78                          | 112       | 2         | 48                     | 50        | 19        | 6                           | 44        | 12        | 5                      | 16        | 8         | 400   | 26.508  |
| 7:45am           | 93                          | 103       | 3         | 29                     | 40        | 32        | 5                           | 43        | 13        | 8                      | 32        | 8         | 409   | 27.104  |
| 8:00am           | 105                         | 96        | 4         | 19                     | 35        | 34        | 4                           | 46        | 10        | 7                      | 19        | 7         | 386   | 25.58   |
| 8:15am           | 72                          | 80        | 4         | 14                     | 30        | 29        | 4                           | 44        | 10        | 4                      | 17        | 6         | 314   | 20.808  |
| Hourly Total     | 348                         | 391       | 13        | 110                    | 155       | 114       | 19                          | 177       | 45        | 24                     | 84        | 29        | 1509  | 100     |
| Hourly Total %   | 46.276596                   | 51.994681 | 1.7287234 | 29.023747              | 40.897098 | 30.079156 | 7.8838174                   | 73.443983 | 18.672199 | 17.518248              | 61.313869 | 21.167883 | INT   | PHF     |
| PHF              | 0.83                        | 0.87      | 0.81      | 0.57                   | 0.78      | 0.84      | 0.79                        | 0.96      | 0.87      | 0.75                   | 0.66      | 0.91      | 0.92  |         |

| Weekday, Peak PM |                             |        |        |                        |        |        |                             |        |        |                        |        |        |         |         |
|------------------|-----------------------------|--------|--------|------------------------|--------|--------|-----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | N Sheridan Ave (Southbound) |        |        | E Logan St (Westbound) |        |        | S Sheridan Ave (Northbound) |        |        | W Logan St (Eastbound) |        |        | Total   | Total % |
|                  | Left                        | Thru   | Right  | Left                   | Thru   | Right  | Left                        | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 77                          | 90     | 4      | 17                     | 39     | 71     | 8                           | 74     | 15     | 18                     | 71     | 11     | 495     | 0.2571  |
| 4:45pm           | 84                          | 83     | 5      | 20                     | 35     | 59     | 6                           | 75     | 14     | 15                     | 42     | 12     | 450     | 0.2338  |
| 5:00pm           | 83                          | 91     | 3      | 19                     | 40     | 65     | 7                           | 99     | 12     | 17                     | 40     | 11     | 487     | 0.253   |
| 5:15pm           | 84                          | 85     | 3      | 31                     | 43     | 71     | 8                           | 85     | 13     | 18                     | 42     | 10     | 493     | 0.2561  |
| Hourly Total     | 328                         | 349    | 15     | 87                     | 157    | 266    | 29                          | 333    | 54     | 68                     | 195    | 44     | 1925    | 1       |
| Hourly Total %   | 0.474                       | 0.5043 | 0.0217 | 0.1706                 | 0.3078 | 0.5216 | 0.0697                      | 0.8005 | 0.1298 | 0.2215                 | 0.6352 | 0.1433 | INT PHF |         |
| PHF              | 0.98                        | 0.96   | 0.75   | 0.7                    | 0.91   | 0.94   | 0.91                        | 0.84   | 0.9    | 0.94                   | 0.69   | 0.92   | 0.97    |         |

108\_SR\_38\_River\_Rd\_Monterey\_Dr

|  |                | Weekday, Peak AM        |        |        |                     |        |       |                            |        |        |                     |        |        |         |        |         |  |
|--|----------------|-------------------------|--------|--------|---------------------|--------|-------|----------------------------|--------|--------|---------------------|--------|--------|---------|--------|---------|--|
|  |                | N River Rd (Southbound) |        |        | E SR 38 (Westbound) |        |       | S Monterey Dr (Northbound) |        |        | W SR 38 (Eastbound) |        |        | Total   |        | Total % |  |
|  |                | Left                    | Thru   | Right  | Left                | Thru   | Right | Left                       | Thru   | Right  | Left                | Thru   | Right  |         |        |         |  |
|  | 7:30am         | 0                       | 2      | 1      | 1                   | 63     | 0     | 8                          | 0      | 1      | 0                   | 179    | 73     | 328     | 0.2316 |         |  |
|  | 7:45am         | 0                       | 3      | 2      | 2                   | 99     | 0     | 17                         | 0      | 1      | 0                   | 217    | 46     | 387     | 0.2733 |         |  |
|  | 8:00am         | 0                       | 3      | 1      | 3                   | 87     | 1     | 12                         | 0      | 1      | 0                   | 214    | 58     | 380     | 0.2684 |         |  |
|  | 8:15am         | 0                       | 2      | 1      | 3                   | 76     | 0     | 12                         | 1      | 1      | 0                   | 169    | 56     | 321     | 0.2267 |         |  |
|  | Hourly Total   | 0                       | 10     | 5      | 9                   | 325    | 1     | 49                         | 1      | 4      | 0                   | 779    | 233    | 1416    | 1      |         |  |
|  | Hourly Total % | 0                       | 0.6667 | 0.3333 | 0.0269              | 0.9701 | 0.003 | 0.9074                     | 0.0185 | 0.0741 | 0                   | 0.7698 | 0.2302 | INT PHF |        |         |  |
|  | PHF            | 0                       | 0.83   | 0.62   | 0.75                | 0.82   | 0.25  | 0.72                       | 0.25   | 1      | 0                   | 0.9    | 0.8    | 0.91    |        |         |  |

| Weekday, Peak PM |                         |        |        |                     |        |        |                            |        |       |                     |        |       |         |         |
|------------------|-------------------------|--------|--------|---------------------|--------|--------|----------------------------|--------|-------|---------------------|--------|-------|---------|---------|
|                  | N River Rd (Southbound) |        |        | E SR 38 (Westbound) |        |        | S Monterey Dr (Northbound) |        |       | W SR 38 (Eastbound) |        |       | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                | Thru   | Right  | Left                       | Thru   | Right | Left                | Thru   | Right |         |         |
| 4:30pm           | 0                       | 0      | 2      | 2                   | 173    | 4      | 30                         | 1      | 6     | 3                   | 185    | 24    | 430     | 0.2486  |
| 4:45pm           | 1                       | 0      | 2      | 2                   | 154    | 5      | 21                         | 1      | 7     | 4                   | 184    | 18    | 399     | 0.2306  |
| 5:00pm           | 1                       | 0      | 2      | 3                   | 188    | 6      | 23                         | 1      | 4     | 5                   | 197    | 20    | 450     | 0.2601  |
| 5:15pm           | 0                       | 1      | 2      | 2                   | 175    | 6      | 15                         | 1      | 3     | 3                   | 212    | 31    | 451     | 0.2607  |
| Hourly Total     | 2                       | 1      | 8      | 9                   | 690    | 21     | 89                         | 4      | 20    | 15                  | 778    | 93    | 1730    | 1       |
| Hourly Total %   | 0.1818                  | 0.0909 | 0.7273 | 0.0125              | 0.9583 | 0.0292 | 0.7876                     | 0.0354 | 0.177 | 0.0169              | 0.8781 | 0.105 | INT PHF |         |
| PHF              | 0.5                     | 0.25   | 1      | 0.75                | 0.92   | 0.88   | 0.74                       | 1      | 0.71  | 0.75                | 0.92   | 0.75  | 0.96    |         |

109\_SR\_38\_Hague\_Rd

| Weekday, Peak AM |                         |        |        |                     |        |        |                         |        |        |                     |        |        |         |         |
|------------------|-------------------------|--------|--------|---------------------|--------|--------|-------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N Hague Rd (Southbound) |        |        | E SR 38 (Westbound) |        |        | S Hague Rd (Northbound) |        |        | W SR 38 (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                | Thru   | Right  | Left                    | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 7:15am           | 59                      | 65     | 43     | 1                   | 62     | 5      | 3                       | 20     | 3      | 23                  | 173    | 2      | 459     | 0.2407  |
| 7:30am           | 50                      | 67     | 40     | 1                   | 49     | 10     | 2                       | 31     | 4      | 24                  | 181    | 3      | 462     | 0.2423  |
| 7:45am           | 26                      | 60     | 20     | 3                   | 64     | 20     | 4                       | 35     | 10     | 18                  | 214    | 5      | 479     | 0.2512  |
| 8:00am           | 34                      | 71     | 28     | 3                   | 74     | 15     | 6                       | 34     | 18     | 18                  | 199    | 7      | 507     | 0.2659  |
| Hourly Total     | 169                     | 263    | 131    | 8                   | 249    | 50     | 15                      | 120    | 35     | 83                  | 767    | 17     | 1907    | 1       |
| Hourly Total %   | 0.3002                  | 0.4671 | 0.2327 | 0.0261              | 0.8111 | 0.1629 | 0.0882                  | 0.7059 | 0.2059 | 0.0957              | 0.8847 | 0.0196 | INT PHF |         |
| PHF              | 0.72                    | 0.93   | 0.76   | 0.67                | 0.84   | 0.62   | 0.62                    | 0.86   | 0.49   | 0.86                | 0.9    | 0.61   | 0.94    |         |

| Weekday, Peak PM |                         |        |        |                     |        |        |                         |       |       |                     |        |        |         |         |
|------------------|-------------------------|--------|--------|---------------------|--------|--------|-------------------------|-------|-------|---------------------|--------|--------|---------|---------|
|                  | N Hague Rd (Southbound) |        |        | E SR 38 (Westbound) |        |        | S Hague Rd (Northbound) |       |       | W SR 38 (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                | Thru   | Right  | Left                    | Thru  | Right | Left                | Thru   | Right  |         |         |
| 4:45pm           | 30                      | 43     | 43     | 4                   | 132    | 37     | 15                      | 91    | 8     | 60                  | 141    | 7      | 611     | 0.2255  |
| 5:00pm           | 23                      | 56     | 40     | 4                   | 145    | 44     | 27                      | 95    | 11    | 70                  | 174    | 8      | 697     | 0.2573  |
| 5:15pm           | 25                      | 50     | 49     | 4                   | 142    | 38     | 21                      | 95    | 19    | 100                 | 176    | 8      | 727     | 0.2684  |
| 5:30pm           | 26                      | 66     | 40     | 4                   | 152    | 40     | 21                      | 87    | 19    | 55                  | 155    | 9      | 674     | 0.2488  |
| Hourly Total     | 104                     | 215    | 172    | 16                  | 571    | 159    | 84                      | 368   | 57    | 285                 | 646    | 32     | 2709    | 1       |
| Hourly Total %   | 0.2118                  | 0.4379 | 0.3503 | 0.0214              | 0.7654 | 0.2131 | 0.165                   | 0.723 | 0.112 | 0.296               | 0.6708 | 0.0332 | INT PHF |         |
| PHF              | 0.87                    | 0.81   | 0.88   | 1                   | 0.94   | 0.9    | 0.78                    | 0.97  | 0.75  | 0.71                | 0.92   | 0.89   | 0.93    |         |

110\_SR\_32\_Moontown\_Rd

| Weekday, Peak AM |                            |       |        |                     |        |        |                            |        |       |                     |        |        |         |         |
|------------------|----------------------------|-------|--------|---------------------|--------|--------|----------------------------|--------|-------|---------------------|--------|--------|---------|---------|
|                  | N Moontown Rd (Southbound) |       |        | E SR 32 (Westbound) |        |        | S Moontown Rd (Northbound) |        |       | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                       | Thru  | Right  | Left                | Thru   | Right  | Left                       | Thru   | Right | Left                | Thru   | Right  |         |         |
| 7:15am           | 13                         | 13    | 30     | 29                  | 210    | 8      | 5                          | 9      | 27    | 1                   | 70     | 6      | 421     | 0.2516  |
| 7:30am           | 16                         | 14    | 18     | 17                  | 208    | 6      | 5                          | 7      | 17    | 2                   | 127    | 5      | 442     | 0.2642  |
| 7:45am           | 15                         | 16    | 33     | 16                  | 184    | 4      | 8                          | 7      | 22    | 3                   | 112    | 4      | 424     | 0.2534  |
| 8:00am           | 17                         | 29    | 16     | 22                  | 143    | 4      | 12                         | 8      | 20    | 4                   | 106    | 5      | 386     | 0.2307  |
| Hourly Total     | 61                         | 72    | 97     | 84                  | 745    | 22     | 30                         | 31     | 86    | 10                  | 415    | 20     | 1673    | 1       |
| Hourly Total %   | 0.2652                     | 0.313 | 0.4217 | 0.0987              | 0.8754 | 0.0259 | 0.2041                     | 0.2109 | 0.585 | 0.0225              | 0.9326 | 0.0449 | INT PHF |         |
| PHF              | 0.9                        | 0.62  | 0.73   | 0.72                | 0.89   | 0.69   | 0.62                       | 0.86   | 0.8   | 0.62                | 0.82   | 0.83   | 0.95    |         |

| Weekday, Peak PM |        |                            |        |        |                     |        |        |                            |        |        |                     |        |        |         |         |
|------------------|--------|----------------------------|--------|--------|---------------------|--------|--------|----------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  |        | N Moontown Rd (Southbound) |        |        | E SR 32 (Westbound) |        |        | S Moontown Rd (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  |        | Left                       | Thru   | Right  | Left                | Thru   | Right  | Left                       | Thru   | Right  | Left                | Thru   | Right  |         |         |
|                  | 4:45pm | 14                         | 15     | 14     | 22                  | 181    | 10     | 21                         | 25     | 36     | 21                  | 225    | 17     | 601     | 0.2564  |
|                  | 5:00pm | 19                         | 15     | 13     | 19                  | 156    | 15     | 29                         | 28     | 36     | 17                  | 228    | 16     | 591     | 0.2521  |
|                  | 5:15pm | 17                         | 24     | 15     | 23                  | 177    | 11     | 17                         | 37     | 32     | 23                  | 236    | 12     | 624     | 0.2662  |
|                  | 5:30pm | 20                         | 31     | 12     | 21                  | 146    | 10     | 17                         | 25     | 33     | 21                  | 178    | 14     | 528     | 0.2253  |
| Hourly Total     |        | 70                         | 85     | 54     | 85                  | 660    | 46     | 84                         | 115    | 137    | 82                  | 867    | 59     | 2344    | 1       |
| Hourly Total %   |        | 0.3349                     | 0.4067 | 0.2584 | 0.1075              | 0.8344 | 0.0582 | 0.25                       | 0.3423 | 0.4077 | 0.0813              | 0.8601 | 0.0585 | INT PHF |         |
| PHF              |        | 0.88                       | 0.69   | 0.9    | 0.92                | 0.91   | 0.77   | 0.72                       | 0.78   | 0.95   | 0.89                | 0.92   | 0.87   | 0.94    |         |

111\_SR\_32\_Littel\_Chicago\_Rd

| Weekday, Peak AM |                                  |        |        |                     |        |        |                              |        |        |                     |        |        |         |         |
|------------------|----------------------------------|--------|--------|---------------------|--------|--------|------------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N Little Chicago Rd (Southbound) |        |        | E SR 32 (Westbound) |        |        | S Hazel Dell Rd (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                             | Thru   | Right  | Left                | Thru   | Right  | Left                         | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 7:15am           | 13                               | 108    | 22     | 33                  | 181    | 7      | 20                           | 40     | 51     | 8                   | 53     | 26     | 562     | 0.2297  |
| 7:30am           | 15                               | 100    | 36     | 55                  | 162    | 9      | 21                           | 44     | 78     | 8                   | 123    | 25     | 676     | 0.2763  |
| 7:45am           | 16                               | 113    | 34     | 44                  | 142    | 8      | 21                           | 24     | 69     | 7                   | 121    | 22     | 621     | 0.2538  |
| 8:00am           | 27                               | 111    | 29     | 53                  | 109    | 7      | 19                           | 20     | 66     | 8                   | 113    | 26     | 588     | 0.2403  |
| Hourly Total     | 71                               | 432    | 121    | 185                 | 594    | 31     | 81                           | 128    | 264    | 31                  | 410    | 99     | 2447    | 1       |
| Hourly Total %   | 0.1138                           | 0.6923 | 0.1939 | 0.2284              | 0.7333 | 0.0383 | 0.1712                       | 0.2706 | 0.5581 | 0.0574              | 0.7593 | 0.1833 | INT PHF |         |
| PHF              | 0.66                             | 0.96   | 0.84   | 0.84                | 0.82   | 0.86   | 0.96                         | 0.73   | 0.85   | 0.97                | 0.83   | 0.95   | 0.90    |         |

| Weekday, Peak PM |                |                                  |        |        |                     |        |        |                              |        |        |                     |        |        |         |         |
|------------------|----------------|----------------------------------|--------|--------|---------------------|--------|--------|------------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  |                | N Little Chicago Rd (Southbound) |        |        | E SR 32 (Westbound) |        |        | S Hazel Dell Rd (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  |                | Left                             | Thru   | Right  | Left                | Thru   | Right  | Left                         | Thru   | Right  | Left                | Thru   | Right  |         |         |
|                  | 4:45pm         | 33                               | 76     | 36     | 58                  | 157    | 23     | 58                           | 126    | 102    | 43                  | 176    | 29     | 917     | 0.2512  |
|                  | 5:00pm         | 23                               | 70     | 41     | 61                  | 186    | 27     | 48                           | 122    | 80     | 30                  | 201    | 28     | 917     | 0.2512  |
|                  | 5:15pm         | 30                               | 85     | 37     | 53                  | 174    | 31     | 67                           | 139    | 93     | 34                  | 172    | 35     | 950     | 0.2602  |
|                  | 5:30pm         | 22                               | 84     | 25     | 70                  | 150    | 21     | 52                           | 111    | 82     | 32                  | 172    | 46     | 867     | 0.2375  |
|                  | Hourly Total   | 108                              | 315    | 139    | 242                 | 667    | 102    | 225                          | 498    | 357    | 139                 | 721    | 138    | 3651    | 1       |
|                  | Hourly Total % | 0.1922                           | 0.5605 | 0.2473 | 0.2394              | 0.6597 | 0.1009 | 0.2083                       | 0.4611 | 0.3306 | 0.1393              | 0.7224 | 0.1383 | INT PHF |         |
|                  | PHF            | 0.82                             | 0.93   | 0.85   | 0.86                | 0.9    | 0.82   | 0.84                         | 0.9    | 0.88   | 0.81                | 0.9    | 0.75   | 0.96    |         |

112\_SR\_32\_Mill\_Creek\_Rd

| Weekday, Peak AM |                              |      |        |                     |        |        |                              |      |        |                     |        |        |         |         |
|------------------|------------------------------|------|--------|---------------------|--------|--------|------------------------------|------|--------|---------------------|--------|--------|---------|---------|
|                  | N Mill Creek Rd (Southbound) |      |        | E SR 32 (Westbound) |        |        | S Mill Creek Rd (Northbound) |      |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                         | Thru | Right  | Left                | Thru   | Right  | Left                         | Thru | Right  | Left                | Thru   | Right  |         |         |
| 7:15am           | 2                            | 0    | 5      | 11                  | 206    | 1      | 19                           | 0    | 1      | 4                   | 119    | 2      | 370     | 0.228   |
| 7:30am           | 5                            | 0    | 8      | 5                   | 218    | 1      | 8                            | 0    | 1      | 3                   | 211    | 1      | 461     | 0.284   |
| 7:45am           | 9                            | 0    | 16     | 4                   | 162    | 1      | 2                            | 0    | 2      | 3                   | 199    | 0      | 398     | 0.2452  |
| 8:00am           | 6                            | 0    | 9      | 3                   | 162    | 2      | 1                            | 0    | 3      | 2                   | 205    | 1      | 394     | 0.2428  |
| Hourly Total     | 22                           | 0    | 38     | 23                  | 748    | 5      | 30                           | 0    | 7      | 12                  | 734    | 4      | 1623    | 1       |
| Hourly Total %   | 0.3667                       | 0    | 0.6333 | 0.0296              | 0.9639 | 0.0064 | 0.8108                       | 0    | 0.1892 | 0.016               | 0.9787 | 0.0053 | INT PHF |         |
| PHF              | 0.61                         | 0    | 0.59   | 0.52                | 0.86   | 0.62   | 0.39                         | 0    | 0.58   | 0.75                | 0.87   | 0.5    | 0.88    |         |

| Weekday, Peak PM |                              |        |        |                     |        |        |                              |       |        |                     |        |        |         |         |
|------------------|------------------------------|--------|--------|---------------------|--------|--------|------------------------------|-------|--------|---------------------|--------|--------|---------|---------|
|                  | N Mill Creek Rd (Southbound) |        |        | E SR 32 (Westbound) |        |        | S Mill Creek Rd (Northbound) |       |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                         | Thru   | Right  | Left                | Thru   | Right  | Left                         | Thru  | Right  | Left                | Thru   | Right  |         |         |
| 4:30pm           | 1                            | 1      | 6      | 8                   | 259    | 6      | 2                            | 0     | 6      | 8                   | 234    | 5      | 536     | 0.2305  |
| 4:45pm           | 1                            | 0      | 7      | 7                   | 238    | 6      | 2                            | 1     | 7      | 10                  | 297    | 7      | 583     | 0.2508  |
| 5:00pm           | 2                            | 0      | 9      | 7                   | 259    | 7      | 2                            | 1     | 9      | 12                  | 285    | 9      | 602     | 0.2589  |
| 5:15pm           | 4                            | 0      | 10     | 7                   | 256    | 9      | 2                            | 2     | 9      | 11                  | 285    | 9      | 604     | 0.2598  |
| Hourly Total     | 8                            | 1      | 32     | 29                  | 1012   | 28     | 8                            | 4     | 31     | 41                  | 1101   | 30     | 2325    | 1       |
| Hourly Total %   | 0.1951                       | 0.0244 | 0.7805 | 0.0271              | 0.9467 | 0.0262 | 0.186                        | 0.093 | 0.7209 | 0.035               | 0.9394 | 0.0256 | INT PHF |         |
| PHF              | 0.5                          | 0.25   | 0.8    | 0.91                | 0.98   | 0.78   | 1                            | 0.5   | 0.86   | 0.85                | 0.93   | 0.83   | 0.96    |         |



113\_SR\_32\_Willowview\_Rd

Weekday, Peak AM

|                | E SR 32 (Westbound) |       | S Willowview Rd (Northbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|---------------------|-------|------------------------------|--------|---------------------|--------|---------|---------|
|                | Left                | Thru  | Left                         | Right  | Thru                | Right  |         |         |
| 7:30am         | 3                   | 211   | 1                            | 10     | 190                 | 0      | 415     | 0.2763  |
| 7:45am         | 5                   | 166   | 1                            | 12     | 200                 | 0      | 384     | 0.2557  |
| 8:00am         | 4                   | 160   | 1                            | 10     | 194                 | 0      | 369     | 0.2457  |
| 8:15am         | 5                   | 154   | 1                            | 8      | 165                 | 1      | 334     | 0.2224  |
| Hourly Total   | 17                  | 691   | 4                            | 40     | 749                 | 1      | 1502    | 1       |
| Hourly Total % | 0.024               | 0.976 | 0.0909                       | 0.9091 | 0.9987              | 0.0013 | INT PHF |         |
| PHF            | 0.85                | 0.82  | 1                            | 0.83   | 0.94                | 0.25   | 0.90    |         |

Weekday, Peak PM

|                | E SR 32 (Westbound) |        | S Willowview Rd (Northbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|---------------------|--------|------------------------------|--------|---------------------|--------|---------|---------|
|                | Left                | Thru   | Left                         | Right  | Thru                | Right  |         |         |
| 4:30pm         | 8                   | 256    | 3                            | 7      | 227                 | 5      | 506     | 0.2381  |
| 4:45pm         | 5                   | 226    | 4                            | 11     | 263                 | 6      | 515     | 0.2424  |
| 5:00pm         | 5                   | 244    | 4                            | 14     | 300                 | 5      | 572     | 0.2692  |
| 5:15pm         | 6                   | 239    | 2                            | 13     | 267                 | 5      | 532     | 0.2504  |
| Hourly Total   | 24                  | 965    | 13                           | 45     | 1057                | 21     | 2125    | 1       |
| Hourly Total % | 0.0243              | 0.9757 | 0.2241                       | 0.7759 | 0.9805              | 0.0195 | INT PHF |         |
| PHF            | 0.75                | 0.94   | 0.81                         | 0.8    | 0.88                | 0.88   | 0.93    |         |

114\_SR\_32\_Hague\_Rd

Weekday, Peak AM

|                | N Hague Rd (Southbound) |        | E SR 32 (Westbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|--------|---------------------|--------|---------------------|--------|---------|---------|
|                | Left                    | Right  | Thru                | Right  | Left                | Thru   |         |         |
| 7:30am         | 10                      | 63     | 152                 | 5      | 35                  | 174    | 439     | 0.267   |
| 7:45am         | 9                       | 52     | 130                 | 8      | 39                  | 184    | 422     | 0.2567  |
| 8:00am         | 11                      | 70     | 108                 | 12     | 47                  | 168    | 416     | 0.253   |
| 8:15am         | 12                      | 56     | 112                 | 13     | 41                  | 133    | 367     | 0.2232  |
| Hourly Total   | 42                      | 241    | 502                 | 38     | 162                 | 659    | 1644    | 1       |
| Hourly Total % | 0.1484                  | 0.8516 | 0.9296              | 0.0704 | 0.1973              | 0.8027 | INT PHF |         |
| PHF            | 0.88                    | 0.86   | 0.83                | 0.73   | 0.86                | 0.9    | 0.94    |         |

Weekday, Peak PM

|                | N Hague Rd (Southbound) |       | E SR 32 (Westbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|-------|---------------------|--------|---------------------|--------|---------|---------|
|                | Left                    | Right | Thru                | Right  | Left                | Thru   |         |         |
| 4:45pm         | 15                      | 40    | 217                 | 24     | 87                  | 195    | 578     | 0.241   |
| 5:00pm         | 14                      | 47    | 225                 | 42     | 89                  | 232    | 649     | 0.2706  |
| 5:15pm         | 15                      | 50    | 209                 | 36     | 94                  | 196    | 600     | 0.2502  |
| 5:30pm         | 20                      | 55    | 178                 | 43     | 85                  | 190    | 571     | 0.2381  |
| Hourly Total   | 64                      | 192   | 829                 | 145    | 355                 | 813    | 2398    | 1       |
| Hourly Total % | 0.25                    | 0.75  | 0.8511              | 0.1489 | 0.3039              | 0.6961 | INT PHF |         |
| PHF            | 0.8                     | 0.87  | 0.92                | 0.84   | 0.94                | 0.88   | 0.92    |         |

115\_SR\_32\_Cherry\_Tree\_Rd

Weekday, Peak AM

|                | E SR 32 (Westbound) |             | S Cherry Tree Rd (Northbound) |            | W SR 32 (Eastbound) |             | Total   | Total % |
|----------------|---------------------|-------------|-------------------------------|------------|---------------------|-------------|---------|---------|
|                | Left                | Thru        | Left                          | Right      | Thru                | Right       |         |         |
| 7:30am         | 5                   | 156         | 1                             | 14         | 189                 | 1           | 366     | 26.657  |
| 7:45am         | 5                   | 142         | 0                             | 19         | 195                 | 2           | 363     | 26.438  |
| 8:00am         | 6                   | 123         | 0                             | 15         | 181                 | 2           | 327     | 23.816  |
| 8:15am         | 5                   | 129         | 0                             | 22         | 158                 | 3           | 317     | 23.088  |
| Hourly Total   | 21                  | 550         | 1                             | 70         | 723                 | 8           | 1373    | 100     |
| Hourly Total % | 3.677758319         | 96.32224168 | 1.408450704                   | 98.5915493 | 98.90560876         | 1.094391245 | INT PHF |         |
| PHF            | 0.88                | 0.88        | 0.25                          | 0.8        | 0.93                | 0.67        | 0.94    |         |

Weekday, Peak PM

|                | E SR 32 (Westbound) |        | S Cherry Tree Rd (Northbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|---------------------|--------|-------------------------------|--------|---------------------|--------|---------|---------|
|                | Left                | Thru   | Left                          | Right  | Thru                | Right  |         |         |
| 4:30pm         | 22                  | 279    | 0                             | 20     | 202                 | 4      | 527     | 0.2436  |
| 4:45pm         | 32                  | 239    | 2                             | 28     | 212                 | 4      | 517     | 0.239   |
| 5:00pm         | 29                  | 268    | 2                             | 41     | 242                 | 4      | 586     | 0.2709  |
| 5:15pm         | 22                  | 255    | 1                             | 39     | 211                 | 5      | 533     | 0.2464  |
| Hourly Total   | 105                 | 1041   | 5                             | 128    | 867                 | 17     | 2163    | 1       |
| Hourly Total % | 0.0916              | 0.9084 | 0.0376                        | 0.9624 | 0.9808              | 0.0192 | INT PHF |         |
| PHF            | 0.82                | 0.93   | 0.62                          | 0.78   | 0.9                 | 0.85   | 0.92    |         |

116\_SR\_32\_River\_Rd

| Weekday, Peak AM |                         |           |           |                     |           |           |                         |           |           |                     |           |          |         |         |
|------------------|-------------------------|-----------|-----------|---------------------|-----------|-----------|-------------------------|-----------|-----------|---------------------|-----------|----------|---------|---------|
|                  | N River Rd (Southbound) |           |           | E SR 32 (Westbound) |           |           | S River Rd (Northbound) |           |           | W SR 32 (Eastbound) |           |          | Total   | Total % |
|                  | Left                    | Thru      | Right     | Left                | Thru      | Right     | Left                    | Thru      | Right     | Left                | Thru      | Right    |         |         |
| 7:30am           | 12                      | 26        | 17        | 13                  | 128       | 25        | 10                      | 9         | 11        | 15                  | 163       | 5        | 434     | 26.528  |
| 7:45am           | 13                      | 25        | 17        | 16                  | 114       | 11        | 8                       | 16        | 18        | 17                  | 161       | 8        | 424     | 25.917  |
| 8:00am           | 19                      | 22        | 14        | 12                  | 102       | 8         | 8                       | 13        | 15        | 12                  | 161       | 9        | 395     | 24.144  |
| 8:15am           | 13                      | 19        | 17        | 10                  | 104       | 10        | 9                       | 12        | 15        | 10                  | 156       | 8        | 383     | 23.411  |
| Hourly Total     | 57                      | 92        | 65        | 51                  | 448       | 54        | 35                      | 50        | 59        | 54                  | 641       | 30       | 1636    | 100     |
| Hourly Total %   | 26.635514               | 42.990654 | 30.373832 | 9.2224231           | 81.012658 | 9.7649186 | 24.305556               | 34.722222 | 40.972222 | 7.4482759           | 88.413793 | 4.137931 | INT PHF |         |
| PHF              | 0.75                    | 0.88      | 0.96      | 0.8                 | 0.88      | 0.54      | 0.88                    | 0.78      | 0.82      | 0.79                | 0.98      | 0.83     | 0.94    |         |

| Weekday, Peak PM |                         |        |        |                     |        |        |                         |        |        |                     |        |        |         |         |
|------------------|-------------------------|--------|--------|---------------------|--------|--------|-------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N River Rd (Southbound) |        |        | E SR 32 (Westbound) |        |        | S River Rd (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                | Thru   | Right  | Left                    | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 4:30pm           | 17                      | 25     | 60     | 15                  | 200    | 6      | 23                      | 21     | 31     | 14                  | 188    | 14     | 614     | 0.2466  |
| 4:45pm           | 14                      | 19     | 48     | 15                  | 187    | 8      | 20                      | 23     | 23     | 14                  | 205    | 12     | 588     | 0.2361  |
| 5:00pm           | 15                      | 26     | 46     | 18                  | 201    | 8      | 22                      | 26     | 41     | 14                  | 237    | 10     | 664     | 0.2667  |
| 5:15pm           | 20                      | 32     | 39     | 14                  | 185    | 8      | 24                      | 27     | 32     | 12                  | 222    | 9      | 624     | 0.2506  |
| Hourly Total     | 66                      | 102    | 193    | 62                  | 773    | 30     | 89                      | 97     | 127    | 54                  | 852    | 45     | 2490    | 1       |
| Hourly Total %   | 0.1828                  | 0.2825 | 0.5346 | 0.0717              | 0.8936 | 0.0347 | 0.2843                  | 0.3099 | 0.4058 | 0.0568              | 0.8959 | 0.0473 | INT PHF |         |
| PHF              | 0.82                    | 0.8    | 0.8    | 0.86                | 0.96   | 0.94   | 0.93                    | 0.9    | 0.77   | 0.96                | 0.9    | 0.8    | 0.94    |         |

## Weekday, Peak AM

|                | N SR 38 (Southbound) |        |        | E SR 32 (Westbound) |        |        | S SR 38 (Northbound) |        |        | W SR 38 (Eastbound) |        |        | Total   | Total % |
|----------------|----------------------|--------|--------|---------------------|--------|--------|----------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                | Left                 | Thru   | Right  | Left                | Thru   | Right  | Left                 | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 7:15am         | 78                   | 6      | 11     | 3                   | 194    | 49     | 2                    | 1      | 3      | 12                  | 110    | 6      | 475     | 23.691  |
| 7:30am         | 68                   | 7      | 15     | 6                   | 193    | 47     | 2                    | 0      | 4      | 10                  | 167    | 7      | 526     | 26.234  |
| 7:45am         | 63                   | 11     | 14     | 8                   | 153    | 48     | 1                    | 0      | 6      | 11                  | 189    | 7      | 511     | 25.486  |
| 8:00am         | 71                   | 9      | 10     | 7                   | 129    | 47     | 0                    | 1      | 4      | 8                   | 200    | 7      | 493     | 24.589  |
| Hourly Total   | 280                  | 33     | 50     | 24                  | 669    | 191    | 5                    | 2      | 17     | 41                  | 666    | 27     | 2005    | 100     |
| Hourly Total % | 77.135               | 9.0909 | 13.774 | 2.7149              | 75.679 | 21.606 | 20.833               | 8.3333 | 70.833 | 5.5858              | 90.736 | 3.6785 | INT PHF |         |
| PHF            | 0.9                  | 0.75   | 0.83   | 0.75                | 0.86   | 0.97   | 0.63                 | 0.5    | 0.71   | 0.85                | 0.83   | 0.96   | 0.95    |         |

## Weekday, Peak PM

|                | N SR 38 (Southbound) |        |        | E SR 32 (Westbound) |        |       | S SR 38 (Northbound) |        |        | W SR 38 (Eastbound) |      |        | Total   | Total % |
|----------------|----------------------|--------|--------|---------------------|--------|-------|----------------------|--------|--------|---------------------|------|--------|---------|---------|
|                | Left                 | Thru   | Right  | Left                | Thru   | Right | Left                 | Thru   | Right  | Left                | Thru | Right  |         |         |
| 4:45pm         | 61                   | 3      | 11     | 1                   | 229    | 66    | 4                    | 8      | 12     | 11                  | 274  | 2      | 682     | 0.2381  |
| 5:00pm         | 65                   | 2      | 13     | 2                   | 253    | 83    | 3                    | 12     | 11     | 10                  | 328  | 2      | 784     | 0.2737  |
| 5:15pm         | 89                   | 2      | 13     | 2                   | 211    | 77    | 4                    | 11     | 9      | 8                   | 294  | 2      | 722     | 0.2521  |
| 5:30pm         | 71                   | 1      | 14     | 2                   | 216    | 81    | 3                    | 10     | 9      | 10                  | 256  | 3      | 676     | 0.236   |
| Hourly Total   | 286                  | 8      | 51     | 7                   | 909    | 307   | 14                   | 41     | 41     | 39                  | 1152 | 9      | 2864    | 1       |
| Hourly Total % | 0.829                | 0.0232 | 0.1478 | 0.0057              | 0.7433 | 0.251 | 0.1458               | 0.4271 | 0.4271 | 0.0325              | 0.96 | 0.0075 | INT PHF |         |
| PHF            | 0.8                  | 0.67   | 0.91   | 0.88                | 0.9    | 0.92  | 0.88                 | 0.85   | 0.85   | 0.89                | 0.88 | 0.75   | 0.91    |         |

118\_SR\_32\_Lakeview\_Dr

Weekday, Peak AM

|                | N Lakeview (Southbound) |       | E SR 32 (Westbound) |            | W SR 32 (Eastbound) |             | Total   | Total % |
|----------------|-------------------------|-------|---------------------|------------|---------------------|-------------|---------|---------|
|                | Left                    | Right | Thru                | Right      | Left                | Thru        |         |         |
| 7:30am         | 0                       | 2     | 248                 | 3          | 1                   | 237         | 491     | 26.048  |
| 7:45am         | 0                       | 4     | 204                 | 2          | 2                   | 259         | 471     | 24.987  |
| 8:00am         | 0                       | 4     | 184                 | 2          | 2                   | 277         | 469     | 24.881  |
| 8:15am         | 0                       | 6     | 193                 | 2          | 2                   | 251         | 454     | 24.085  |
| Hourly Total   | 0                       | 16    | 829                 | 9          | 7                   | 1024        | 1885    | 100     |
| Hourly Total % | 0                       | 100   | 98.92601432         | 1.07398568 | 0.678952473         | 99.32104753 | INT PHF |         |
| PHF            | #DIV/0!                 | 0.67  | 0.84                | 0.75       | 0.88                | 0.92        | 0.96    |         |

Weekday, Peak PM

|                | N Lakeview (Southbound) |       | E SR 32 (Westbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|-------|---------------------|--------|---------------------|--------|---------|---------|
|                | Left                    | Right | Thru                | Right  | Left                | Thru   |         |         |
| 4:30pm         | 0                       | 5     | 306                 | 6      | 2                   | 345    | 664     | 0.2379  |
| 4:45pm         | 0                       | 5     | 294                 | 6      | 2                   | 359    | 666     | 0.2386  |
| 5:00pm         | 0                       | 4     | 331                 | 6      | 2                   | 414    | 757     | 0.2712  |
| 5:15pm         | 0                       | 2     | 294                 | 6      | 1                   | 401    | 704     | 0.2522  |
| Hourly Total   | 0                       | 16    | 1225                | 24     | 7                   | 1519   | 2791    | 1       |
| Hourly Total % | 0                       | 1     | 0.9808              | 0.0192 | 0.0046              | 0.9954 | INT PHF |         |
| PHF            | 0                       | 0.8   | 0.93                | 1      | 0.88                | 0.92   | 0.92    |         |

| Weekday, Peak AM |                          |       |        |                     |        |        |                          |      |       |                     |        |       |         |         |
|------------------|--------------------------|-------|--------|---------------------|--------|--------|--------------------------|------|-------|---------------------|--------|-------|---------|---------|
|                  | N Cicero Rd (Southbound) |       |        | E SR 32 (Westbound) |        |        | S Cicero Rd (Northbound) |      |       | W SR 32 (Eastbound) |        |       | Total   | Total % |
|                  | Left                     | Thru  | Right  | Left                | Thru   | Right  | Left                     | Thru | Right | Left                | Thru   | Right |         |         |
| 7:15am           | 40                       | 5     | 79     | 0                   | 229    | 8      | 0                        | 0    | 0     | 38                  | 123    | 0     | 522     | 0.2241  |
| 7:30am           | 52                       | 6     | 83     | 0                   | 239    | 10     | 0                        | 0    | 0     | 24                  | 196    | 0     | 610     | 0.2619  |
| 7:45am           | 90                       | 5     | 80     | 0                   | 230    | 10     | 0                        | 0    | 0     | 40                  | 202    | 0     | 657     | 0.2821  |
| 8:00am           | 58                       | 2     | 45     | 0                   | 186    | 8      | 0                        | 0    | 0     | 29                  | 212    | 0     | 540     | 0.2319  |
| Hourly Total     | 240                      | 18    | 287    | 0                   | 884    | 36     | 0                        | 0    | 0     | 131                 | 733    | 0     | 2329    | 1       |
| Hourly Total %   | 0.4404                   | 0.033 | 0.5266 | 0                   | 0.9609 | 0.0391 | 0                        | 0    | 0     | 0.1516              | 0.8484 | 0     | INT PHF |         |
| PHF              | 0.67                     | 0.75  | 0.86   | 0                   | 0.92   | 0.9    | 0                        | 0    | 0     | 0.82                | 0.86   | 0     | 0.89    |         |

| Weekday, Peak PM |                          |      |        |                     |        |        |                          |        |        |                     |        |       |         |         |
|------------------|--------------------------|------|--------|---------------------|--------|--------|--------------------------|--------|--------|---------------------|--------|-------|---------|---------|
|                  | N Cicero Rd (Southbound) |      |        | E SR 32 (Westbound) |        |        | S Cicero Rd (Northbound) |        |        | W SR 32 (Eastbound) |        |       | Total   | Total % |
|                  | Left                     | Thru | Right  | Left                | Thru   | Right  | Left                     | Thru   | Right  | Left                | Thru   | Right |         |         |
| 4:30pm           | 30                       | 0    | 31     | 0                   | 261    | 29     | 2                        | 9      | 2      | 69                  | 304    | 0     | 737     | 0.2397  |
| 4:45pm           | 31                       | 0    | 38     | 0                   | 262    | 22     | 3                        | 6      | 1      | 86                  | 290    | 0     | 739     | 0.2403  |
| 5:00pm           | 28                       | 0    | 38     | 0                   | 292    | 21     | 3                        | 3      | 0      | 107                 | 333    | 0     | 825     | 0.2683  |
| 5:15pm           | 35                       | 0    | 32     | 0                   | 252    | 32     | 1                        | 1      | 0      | 94                  | 327    | 0     | 774     | 0.2517  |
| Hourly Total     | 124                      | 0    | 139    | 0                   | 1067   | 104    | 9                        | 19     | 3      | 356                 | 1254   | 0     | 3075    | 1       |
| Hourly Total %   | 0.4715                   | 0    | 0.5285 | 0                   | 0.9112 | 0.0888 | 0.2903                   | 0.6129 | 0.0968 | 0.2211              | 0.7789 | 0     | INT PHF |         |
| PHF              | 0.89                     | 0    | 0.91   | 0                   | 0.91   | 0.81   | 0.75                     | 0.53   | 0.38   | 0.83                | 0.94   | 0     | 0.93    |         |

120\_SR\_32\_10th\_St

| Weekday, Peak AM |                        |           |           |                     |           |           |                        |           |           |                     |           |           |       |         |
|------------------|------------------------|-----------|-----------|---------------------|-----------|-----------|------------------------|-----------|-----------|---------------------|-----------|-----------|-------|---------|
|                  | N 10th St (Southbound) |           |           | E SR 32 (Westbound) |           |           | S 10th St (Northbound) |           |           | W SR 32 (Eastbound) |           |           | Total | Total % |
|                  | Left                   | Thru      | Right     | Left                | Thru      | Right     | Left                   | Thru      | Right     | Left                | Thru      | Right     |       |         |
| 7:15am           | 8                      | 39        | 3         | 5                   | 164       | 6         | 23                     | 32        | 4         | 1                   | 74        | 8         | 367   | 21.563  |
| 7:30am           | 13                     | 31        | 3         | 7                   | 165       | 8         | 28                     | 56        | 7         | 1                   | 106       | 11        | 436   | 25.617  |
| 7:45am           | 19                     | 78        | 4         | 5                   | 183       | 7         | 28                     | 43        | 10        | 2                   | 107       | 12        | 498   | 29.26   |
| 8:00am           | 16                     | 48        | 3         | 2                   | 132       | 7         | 25                     | 30        | 10        | 2                   | 113       | 13        | 401   | 23.561  |
| Hourly Total     | 56                     | 196       | 13        | 19                  | 644       | 28        | 104                    | 161       | 31        | 6                   | 400       | 44        | 1702  | 100     |
| Hourly Total %   | 21.132075              | 73.962264 | 4.9056604 | 2.7496382           | 93.198263 | 4.0520984 | 35.135135              | 54.391892 | 10.472973 | 1.3333333           | 88.888889 | 9.7777778 | INT   | PHF     |
| PHF              | 0.74                   | 0.63      | 0.81      | 0.68                | 0.88      | 0.88      | 0.93                   | 0.72      | 0.78      | 0.75                | 0.88      | 0.85      | 0.85  |         |

| Weekday, Peak PM |                        |        |        |                     |        |       |                        |        |        |                     |        |        |       |         |
|------------------|------------------------|--------|--------|---------------------|--------|-------|------------------------|--------|--------|---------------------|--------|--------|-------|---------|
|                  | N 10th St (Southbound) |        |        | E SR 32 (Westbound) |        |       | S 10th St (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total | Total % |
|                  | Left                   | Thru   | Right  | Left                | Thru   | Right | Left                   | Thru   | Right  | Left                | Thru   | Right  |       |         |
| 4:30pm           | 20                     | 70     | 7      | 6                   | 127    | 14    | 46                     | 137    | 9      | 8                   | 169    | 29     | 642   | 0.2641  |
| 4:45pm           | 21                     | 52     | 8      | 6                   | 135    | 12    | 56                     | 104    | 10     | 9                   | 156    | 19     | 588   | 0.2419  |
| 5:00pm           | 21                     | 59     | 9      | 6                   | 144    | 11    | 43                     | 100    | 9      | 8                   | 181    | 18     | 609   | 0.2505  |
| 5:15pm           | 18                     | 41     | 7      | 5                   | 142    | 12    | 43                     | 92     | 8      | 8                   | 189    | 27     | 592   | 0.2435  |
| Hourly Total     | 80                     | 222    | 31     | 23                  | 548    | 49    | 188                    | 433    | 36     | 33                  | 695    | 93     | 2431  | 1       |
| Hourly Total %   | 0.2402                 | 0.6667 | 0.0931 | 0.0371              | 0.8839 | 0.079 | 0.2861                 | 0.6591 | 0.0548 | 0.0402              | 0.8465 | 0.1133 | INT   | PHF     |
| PHF              | 0.95                   | 0.79   | 0.86   | 0.96                | 0.95   | 0.88  | 0.84                   | 0.79   | 0.9    | 0.92                | 0.92   | 0.8    | 0.95  |         |



121\_Cherry\_St\_10th\_St

| Weekday, Peak AM |                       |          |           |                         |      |       |                        |          |           |                         |      |       |         |         |
|------------------|-----------------------|----------|-----------|-------------------------|------|-------|------------------------|----------|-----------|-------------------------|------|-------|---------|---------|
|                  | N 10t St (Southbound) |          |           | E Cherry St (Westbound) |      |       | S 10th St (Northbound) |          |           | W Cherry St (Eastbound) |      |       | Total   | Total % |
|                  | Left                  | Thru     | Right     | Left                    | Thru | Right | Left                   | Thru     | Right     | Left                    | Thru | Right |         |         |
| 7:30am           | 0                     | 48       | 0         | 0                       | 7    | 5     | 2                      | 96       | 0         | 0                       | 0    | 0     | 158     | 24.458  |
| 7:45am           | 0                     | 97       | 1         | 1                       | 12   | 6     | 3                      | 93       | 0         | 1                       | 1    | 0     | 215     | 33.282  |
| 8:00am           | 1                     | 45       | 1         | 2                       | 5    | 5     | 5                      | 72       | 1         | 1                       | 2    | 1     | 141     | 21.827  |
| 8:15am           | 1                     | 49       | 1         | 2                       | 1    | 4     | 6                      | 64       | 0         | 0                       | 3    | 1     | 132     | 20.433  |
| Hourly Total     | 2                     | 239      | 3         | 5                       | 25   | 20    | 16                     | 325      | 1         | 2                       | 6    | 2     | 646     | 100     |
| Hourly Total %   | 0.8196721             | 97.95082 | 1.2295082 | 10                      | 50   | 40    | 4.6783626              | 95.02924 | 0.2923977 | 20                      | 60   | 20    | INT PHF |         |
| PHF              | 0.5                   | 0.62     | 0.75      | 0.63                    | 0.52 | 0.83  | 0.67                   | 0.85     | 0.25      | 0.5                     | 0.5  | 0.5   | 0.75    |         |

| Weekday, Peak PM |                       |        |        |                         |        |        |                        |       |        |                         |        |        |         |         |
|------------------|-----------------------|--------|--------|-------------------------|--------|--------|------------------------|-------|--------|-------------------------|--------|--------|---------|---------|
|                  | N 10t St (Southbound) |        |        | E Cherry St (Westbound) |        |        | S 10th St (Northbound) |       |        | W Cherry St (Eastbound) |        |        | Total   | Total % |
|                  | Left                  | Thru   | Right  | Left                    | Thru   | Right  | Left                   | Thru  | Right  | Left                    | Thru   | Right  |         |         |
| 4:30pm           | 6                     | 130    | 1      | 0                       | 2      | 10     | 1                      | 171   | 1      | 1                       | 4      | 4      | 331     | 0.2929  |
| 4:45pm           | 5                     | 94     | 0      | 1                       | 4      | 10     | 1                      | 144   | 1      | 0                       | 5      | 4      | 269     | 0.2381  |
| 5:00pm           | 3                     | 94     | 0      | 2                       | 3      | 8      | 1                      | 146   | 1      | 1                       | 5      | 3      | 267     | 0.2363  |
| 5:15pm           | 4                     | 93     | 0      | 2                       | 2      | 7      | 1                      | 148   | 1      | 0                       | 3      | 2      | 263     | 0.2327  |
| Hourly Total     | 18                    | 411    | 1      | 5                       | 11     | 35     | 4                      | 609   | 4      | 2                       | 17     | 13     | 1130    | 1       |
| Hourly Total %   | 0.0419                | 0.9558 | 0.0023 | 0.098                   | 0.2157 | 0.6863 | 0.0065                 | 0.987 | 0.0065 | 0.0625                  | 0.5312 | 0.4062 | INT PHF |         |
| PHF              | 0.75                  | 0.79   | 0.25   | 0.62                    | 0.69   | 0.88   | 1                      | 0.89  | 1      | 0.5                     | 0.85   | 0.81   | 0.85    |         |

| Weekday, Peak AM |                        |           |           |                     |           |           |                        |      |         |                     |           |         |         |         |
|------------------|------------------------|-----------|-----------|---------------------|-----------|-----------|------------------------|------|---------|---------------------|-----------|---------|---------|---------|
|                  | N 16th St (Southbound) |           |           | E SR 32 (Westbound) |           |           | S 16th St (Northbound) |      |         | W SR 32 (Eastbound) |           |         | Total   | Total % |
|                  | Left                   | Thru      | Right     | Left                | Thru      | Right     | Left                   | Thru | Right   | Left                | Thru      | Right   |         |         |
| 7:30am           | 11                     | 10        | 1         | 1                   | 197       | 4         | 0                      | 1    | 0       | 2                   | 104       | 0       | 331     | 26.672  |
| 7:45am           | 12                     | 12        | 1         | 1                   | 194       | 5         | 0                      | 3    | 0       | 5                   | 106       | 0       | 339     | 27.317  |
| 8:00am           | 13                     | 8         | 0         | 0                   | 134       | 7         | 0                      | 3    | 0       | 6                   | 107       | 0       | 278     | 22.401  |
| 8:15am           | 24                     | 9         | 1         | 0                   | 131       | 8         | 0                      | 3    | 0       | 7                   | 110       | 0       | 293     | 23.61   |
| Hourly Total     | 60                     | 39        | 3         | 2                   | 656       | 24        | 0                      | 10   | 0       | 20                  | 427       | 0       | 1241    | 100     |
| Hourly Total %   | 58.823529              | 38.235294 | 2.9411765 | 0.2932551           | 96.187683 | 3.5190616 | 0                      | 100  | 0       | 4.4742729           | 95.525727 | 0       | INT PHF |         |
| PHF              | 0.63                   | 0.81      | 0.75      | 0.5                 | 0.83      | 0.75      | #DIV/0!                | 0.83 | #DIV/0! | 0.71                | 0.97      | #DIV/0! | 0.92    |         |

| Weekday, Peak PM |                        |        |        |                     |        |        |                        |        |        |                     |        |        |         |         |
|------------------|------------------------|--------|--------|---------------------|--------|--------|------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N 16th St (Southbound) |        |        | E SR 32 (Westbound) |        |        | S 16th St (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                   | Thru   | Right  | Left                | Thru   | Right  | Left                   | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 4:30pm           | 48                     | 25     | 2      | 0                   | 145    | 21     | 1                      | 12     | 1      | 3                   | 185    | 0      | 443     | 0.2571  |
| 4:45pm           | 28                     | 17     | 2      | 0                   | 148    | 21     | 1                      | 11     | 1      | 5                   | 176    | 0      | 410     | 0.238   |
| 5:00pm           | 24                     | 22     | 3      | 1                   | 157    | 17     | 1                      | 8      | 1      | 6                   | 194    | 1      | 435     | 0.2525  |
| 5:15pm           | 23                     | 14     | 2      | 0                   | 153    | 15     | 0                      | 8      | 2      | 7                   | 210    | 1      | 435     | 0.2525  |
| Hourly Total     | 123                    | 78     | 9      | 1                   | 603    | 74     | 3                      | 39     | 5      | 21                  | 765    | 2      | 1723    | 1       |
| Hourly Total %   | 0.5857                 | 0.3714 | 0.0429 | 0.0015              | 0.8894 | 0.1091 | 0.0638                 | 0.8298 | 0.1064 | 0.0266              | 0.9708 | 0.0025 | INT PHF |         |
| PHF              | 0.64                   | 0.78   | 0.75   | 0.25                | 0.96   | 0.88   | 0.75                   | 0.81   | 0.62   | 0.75                | 0.91   | 0.5    | 0.97    |         |

123\_Cherry\_St\_16th\_St

| Weekday, Peak AM |                        |        |       |                         |        |        |                        |      |       |                         |      |       |         |         |
|------------------|------------------------|--------|-------|-------------------------|--------|--------|------------------------|------|-------|-------------------------|------|-------|---------|---------|
|                  | N 16th St (Southbound) |        |       | E Cherry St (Westbound) |        |        | S 16th St (Northbound) |      |       | W Cherry St (Eastbound) |      |       | Total   | Total % |
|                  | Left                   | Thru   | Right | Left                    | Thru   | Right  | Left                   | Thru | Right | Left                    | Thru | Right |         |         |
| 7:45am           | 7                      | 0      | 0     | 0                       | 20     | 0      | 0                      | 0    | 0     | 0                       | 4    | 0     | 31      | 0.3229  |
| 8:00am           | 4                      | 1      | 0     | 0                       | 10     | 1      | 0                      | 1    | 0     | 0                       | 5    | 0     | 22      | 0.2292  |
| 8:15am           | 6                      | 2      | 0     | 0                       | 6      | 2      | 0                      | 1    | 0     | 0                       | 4    | 0     | 21      | 0.2188  |
| 8:30am           | 12                     | 1      | 0     | 0                       | 4      | 1      | 0                      | 0    | 0     | 0                       | 4    | 0     | 22      | 0.2292  |
| Hourly Total     | 29                     | 4      | 0     | 0                       | 40     | 4      | 0                      | 2    | 0     | 0                       | 17   | 0     | 96      | 1       |
| Hourly Total %   | 0.8788                 | 0.1212 | 0     | 0                       | 0.9091 | 0.0909 | 0                      | 1    | 0     | 0                       | 1    | 0     | INT PHF |         |
| PHF              | 0.6                    | 0.5    | 0     | 0                       | 0.5    | 0.5    | 0                      | 0.5  | 0     | 0                       | 0.85 | 0     | 0.77    |         |

| Weekday, Peak PM |                        |        |        |                         |        |        |                        |      |       |                         |      |       |         |         |
|------------------|------------------------|--------|--------|-------------------------|--------|--------|------------------------|------|-------|-------------------------|------|-------|---------|---------|
|                  | N 16th St (Southbound) |        |        | E Cherry St (Westbound) |        |        | S 16th St (Northbound) |      |       | W Cherry St (Eastbound) |      |       | Total   | Total % |
|                  | Left                   | Thru   | Right  | Left                    | Thru   | Right  | Left                   | Thru | Right | Left                    | Thru | Right |         |         |
| 4:15pm           | 11                     | 6      | 0      | 0                       | 12     | 4      | 0                      | 1    | 0     | 0                       | 8    | 0     | 42      | 0.2386  |
| 4:30pm           | 10                     | 10     | 0      | 0                       | 14     | 6      | 0                      | 0    | 0     | 0                       | 11   | 0     | 51      | 0.2898  |
| 4:45pm           | 10                     | 4      | 0      | 0                       | 15     | 3      | 0                      | 1    | 0     | 0                       | 12   | 0     | 45      | 0.2557  |
| 5:00pm           | 12                     | 1      | 1      | 0                       | 14     | 1      | 0                      | 1    | 0     | 0                       | 8    | 0     | 38      | 0.2159  |
| Hourly Total     | 43                     | 21     | 1      | 0                       | 55     | 14     | 0                      | 3    | 0     | 0                       | 39   | 0     | 176     | 1       |
| Hourly Total %   | 0.6615                 | 0.3231 | 0.0154 | 0                       | 0.7971 | 0.2029 | 0                      | 1    | 0     | 0                       | 1    | 0     | INT PHF |         |
| PHF              | 0.9                    | 0.53   | 0.25   | 0                       | 0.92   | 0.58   | 0                      | 0.75 | 0     | 0                       | 0.81 | 0     | 0.86    |         |

| Weekday, Peak AM |                        |           |           |                     |           |           |                        |           |           |                     |           |           |         |         |
|------------------|------------------------|-----------|-----------|---------------------|-----------|-----------|------------------------|-----------|-----------|---------------------|-----------|-----------|---------|---------|
|                  | N 19th St (Southbound) |           |           | E SR 32 (Westbound) |           |           | S 19th St (Northbound) |           |           | W SR 32 (Eastbound) |           |           | Total   | Total % |
|                  | Left                   | Thru      | Right     | Left                | Thru      | Right     | Left                   | Thru      | Right     | Left                | Thru      | Right     |         |         |
| 7:30am           | 7                      | 3         | 2         | 3                   | 188       | 10        | 19                     | 7         | 2         | 2                   | 96        | 7         | 346     | 26.432  |
| 7:45am           | 8                      | 3         | 2         | 3                   | 196       | 11        | 18                     | 8         | 2         | 2                   | 97        | 12        | 362     | 27.655  |
| 8:00am           | 12                     | 5         | 3         | 4                   | 130       | 8         | 13                     | 7         | 3         | 3                   | 97        | 10        | 295     | 22.536  |
| 8:15am           | 10                     | 5         | 3         | 4                   | 125       | 7         | 14                     | 7         | 5         | 4                   | 113       | 9         | 306     | 23.377  |
| Hourly Total     | 37                     | 16        | 10        | 14                  | 639       | 36        | 64                     | 29        | 12        | 11                  | 403       | 38        | 1309    | 100     |
| Hourly Total %   | 58.730159              | 25.396825 | 15.873016 | 2.0319303           | 92.743106 | 5.2249637 | 60.952381              | 27.619048 | 11.428571 | 2.4336283           | 89.159292 | 8.4070796 | INT PHF |         |
| PHF              | 0.77                   | 0.8       | 0.83      | 0.88                | 0.82      | 0.82      | 0.84                   | 0.91      | 0.6       | 0.69                | 0.89      | 0.79      | 0.90    |         |

| Weekday, Peak PM |                        |        |        |                     |        |        |                        |        |        |                     |        |        |         |         |
|------------------|------------------------|--------|--------|---------------------|--------|--------|------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N 19th St (Southbound) |        |        | E SR 32 (Westbound) |        |        | S 19th St (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                   | Thru   | Right  | Left                | Thru   | Right  | Left                   | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 4:30pm           | 11                     | 7      | 7      | 4                   | 133    | 18     | 39                     | 6      | 28     | 5                   | 203    | 10     | 471     | 0.2574  |
| 4:45pm           | 12                     | 6      | 7      | 5                   | 144    | 14     | 29                     | 5      | 19     | 5                   | 176    | 10     | 432     | 0.2361  |
| 5:00pm           | 11                     | 5      | 6      | 7                   | 153    | 11     | 31                     | 6      | 15     | 4                   | 179    | 12     | 440     | 0.2404  |
| 5:15pm           | 11                     | 8      | 4      | 6                   | 168    | 9      | 39                     | 7      | 12     | 4                   | 206    | 13     | 487     | 0.2661  |
| Hourly Total     | 45                     | 26     | 24     | 22                  | 598    | 52     | 138                    | 24     | 74     | 18                  | 764    | 45     | 1830    | 1       |
| Hourly Total %   | 0.4737                 | 0.2737 | 0.2526 | 0.0327              | 0.8899 | 0.0774 | 0.5847                 | 0.1017 | 0.3136 | 0.0218              | 0.9238 | 0.0544 | INT PHF |         |
| PHF              | 0.94                   | 0.81   | 0.86   | 0.79                | 0.89   | 0.72   | 0.88                   | 0.86   | 0.66   | 0.9                 | 0.93   | 0.87   | 0.94    |         |

125\_Cherry\_St\_19th\_St

| Weekday, Peak AM |                        |           |         |                         |           |           |                        |       |           |                         |           |          |       |         |
|------------------|------------------------|-----------|---------|-------------------------|-----------|-----------|------------------------|-------|-----------|-------------------------|-----------|----------|-------|---------|
|                  | N 19th St (Southbound) |           |         | E Cherry St (Westbound) |           |           | S 19th St (Northbound) |       |           | W Cherry St (Eastbound) |           |          | Total | Total % |
|                  | Left                   | Thru      | Right   | Left                    | Thru      | Right     | Left                   | Thru  | Right     | Left                    | Thru      | Right    |       |         |
| 7:30am           | 9                      | 10        | 0       | 6                       | 12        | 11        | 0                      | 19    | 6         | 0                       | 8         | 0        | 81    | 24.179  |
| 7:45am           | 11                     | 16        | 0       | 11                      | 13        | 11        | 1                      | 16    | 11        | 0                       | 9         | 0        | 99    | 29.552  |
| 8:00am           | 8                      | 12        | 0       | 11                      | 10        | 7         | 1                      | 14    | 7         | 0                       | 8         | 0        | 78    | 23.284  |
| 8:15am           | 6                      | 19        | 0       | 6                       | 7         | 10        | 0                      | 17    | 4         | 0                       | 7         | 1        | 77    | 22.985  |
| Hourly Total     | 34                     | 57        | 0       | 34                      | 42        | 39        | 2                      | 66    | 28        | 0                       | 32        | 1        | 335   | 100     |
| Hourly Total %   | 37.362637              | 62.637363 | 0       | 29.565217               | 36.521739 | 33.913043 | 2.0833333              | 68.75 | 29.166667 | 0                       | 96.969697 | 3.030303 | INT   | PHF     |
| PHF              | 0.77                   | 0.75      | #DIV/0! | 0.77                    | 0.81      | 0.89      | 0.5                    | 0.87  | 0.64      | #DIV/0!                 | 0.89      | 0.25     | 0.85  |         |

| Weekday, Peak PM |                        |        |       |                         |        |        |                        |        |        |                         |        |        |       |         |
|------------------|------------------------|--------|-------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|--------|-------|---------|
|                  | N 19th St (Southbound) |        |       | E Cherry St (Westbound) |        |        | S 19th St (Northbound) |        |        | W Cherry St (Eastbound) |        |        | Total | Total % |
|                  | Left                   | Thru   | Right | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right  |       |         |
| 4:30pm           | 14                     | 17     | 0     | 8                       | 17     | 13     | 2                      | 48     | 21     | 6                       | 14     | 2      | 162   | 0.2709  |
| 4:45pm           | 17                     | 15     | 0     | 9                       | 18     | 14     | 2                      | 32     | 16     | 4                       | 16     | 3      | 146   | 0.2441  |
| 5:00pm           | 17                     | 19     | 0     | 9                       | 16     | 21     | 0                      | 28     | 12     | 1                       | 16     | 4      | 143   | 0.2391  |
| 5:15pm           | 13                     | 19     | 0     | 7                       | 13     | 18     | 0                      | 46     | 11     | 0                       | 17     | 3      | 147   | 0.2458  |
| Hourly Total     | 61                     | 70     | 0     | 33                      | 64     | 66     | 4                      | 154    | 60     | 11                      | 63     | 12     | 598   | 1       |
| Hourly Total %   | 0.4656                 | 0.5344 | 0     | 0.2025                  | 0.3926 | 0.4049 | 0.0183                 | 0.7064 | 0.2752 | 0.1279                  | 0.7326 | 0.1395 | INT   | PHF     |
| PHF              | 0.9                    | 0.92   | 0     | 0.92                    | 0.89   | 0.79   | 0.5                    | 0.8    | 0.71   | 0.46                    | 0.93   | 0.75   | 0.92  |         |

126\_SR\_32\_Cumberland\_Rd

| Weekday, Peak AM |                              |           |           |                     |           |           |                              |           |         |                     |           |           |       |         |
|------------------|------------------------------|-----------|-----------|---------------------|-----------|-----------|------------------------------|-----------|---------|---------------------|-----------|-----------|-------|---------|
|                  | N Cumberland Rd (Southbound) |           |           | E SR 32 (Westbound) |           |           | S Cumberland Rd (Northbound) |           |         | W SR 32 (Eastbound) |           |           | Total | Total % |
|                  | Left                         | Thru      | Right     | Left                | Thru      | Right     | Left                         | Thru      | Right   | Left                | Thru      | Right     |       |         |
| 7:30am           | 23                           | 22        | 11        | 5                   | 193       | 21        | 17                           | 37        | 3       | 8                   | 84        | 8         | 432   | 24.134  |
| 7:45am           | 23                           | 18        | 11        | 5                   | 216       | 46        | 14                           | 50        | 4       | 13                  | 93        | 6         | 499   | 27.877  |
| 8:00am           | 26                           | 20        | 11        | 4                   | 135       | 35        | 13                           | 45        | 3       | 18                  | 83        | 7         | 400   | 22.346  |
| 8:15am           | 44                           | 25        | 12        | 3                   | 139       | 39        | 11                           | 55        | 4       | 16                  | 103       | 8         | 459   | 25.642  |
| Hourly Total     | 116                          | 85        | 45        | 17                  | 683       | 141       | 55                           | 187       | 14      | 55                  | 363       | 29        | 1790  | 100     |
| Hourly Total %   | 47.154472                    | 34.552846 | 18.292683 | 2.0214031           | 81.212842 | 16.765755 | 21.484375                    | 73.046875 | 5.46875 | 12.304251           | 81.208054 | 6.4876957 | INT   | PHF     |
| PHF              | 0.66                         | 0.85      | 0.94      | 0.85                | 0.79      | 0.77      | 0.81                         | 0.85      | 0.88    | 0.76                | 0.88      | 0.91      | 0.90  |         |

| Weekday, Peak PM |                              |        |       |                     |        |       |                              |        |       |                     |        |        |       |         |
|------------------|------------------------------|--------|-------|---------------------|--------|-------|------------------------------|--------|-------|---------------------|--------|--------|-------|---------|
|                  | N Cumberland Rd (Southbound) |        |       | E SR 32 (Westbound) |        |       | S Cumberland Rd (Northbound) |        |       | W SR 32 (Eastbound) |        |        | Total | Total % |
|                  | Left                         | Thru   | Right | Left                | Thru   | Right | Left                         | Thru   | Right | Left                | Thru   | Right  |       |         |
| 5:15pm           | 30                           | 42     | 18    | 3                   | 166    | 45    | 27                           | 76     | 27    | 19                  | 203    | 22     | 678   | 0.2657  |
| 5:30pm           | 28                           | 27     | 19    | 3                   | 137    | 46    | 27                           | 81     | 20    | 20                  | 191    | 18     | 617   | 0.2418  |
| 5:45pm           | 35                           | 36     | 16    | 3                   | 151    | 51    | 21                           | 66     | 18    | 30                  | 147    | 18     | 592   | 0.232   |
| 6:00pm           | 42                           | 58     | 16    | 4                   | 171    | 39    | 21                           | 72     | 22    | 21                  | 177    | 22     | 665   | 0.2606  |
| Hourly Total     | 135                          | 163    | 69    | 13                  | 625    | 181   | 96                           | 295    | 87    | 90                  | 718    | 80     | 2552  | 1       |
| Hourly Total %   | 0.3678                       | 0.4441 | 0.188 | 0.0159              | 0.7631 | 0.221 | 0.2008                       | 0.6172 | 0.182 | 0.1014              | 0.8086 | 0.0901 | INT   | PHF     |
| PHF              | 0.8                          | 0.7    | 0.91  | 0.81                | 0.91   | 0.89  | 0.89                         | 0.91   | 0.81  | 0.75                | 0.88   | 0.91   | 0.94  |         |

127\_Cumberland\_Rd\_Cherry\_St

Weekday, Peak AM

|                | Cumberland Rd (Southbound) |             | E Cherry St (Westbound) |             | W Cherry St (Eastbound) |             | Total   | Total % |
|----------------|----------------------------|-------------|-------------------------|-------------|-------------------------|-------------|---------|---------|
|                | Left                       | Right       | Left                    | Right       | Left                    | Right       |         |         |
| 7:45am         | 22                         | 12          | 46                      | 38          | 29                      | 10          | 157     | 26.431  |
| 8:00am         | 21                         | 13          | 43                      | 47          | 19                      | 11          | 154     | 25.926  |
| 8:15am         | 19                         | 17          | 24                      | 44          | 24                      | 10          | 138     | 23.232  |
| 8:30am         | 30                         | 14          | 29                      | 42          | 18                      | 12          | 145     | 24.411  |
| Hourly Total   | 92                         | 56          | 142                     | 171         | 90                      | 43          | 594     | 100     |
| Hourly Total % | 62.16216216                | 37.83783784 | 45.36741214             | 54.63258786 | 67.66917293             | 32.33082707 | INT PHF |         |
| PHF            | 0.77                       | 0.82        | 0.77                    | 0.91        | 0.78                    | 0.9         | 0.95    |         |

Weekday, Peak PM

|                | Cumberland Rd (Southbound) |       | E Cherry St (Westbound) |        | W Cherry St (Eastbound) |        | Total   | Total % |
|----------------|----------------------------|-------|-------------------------|--------|-------------------------|--------|---------|---------|
|                | Left                       | Right | Left                    | Right  | Left                    | Right  |         |         |
| 4:30pm         | 40                         | 23    | 38                      | 55     | 52                      | 33     | 241     | 0.2482  |
| 4:45pm         | 36                         | 28    | 33                      | 53     | 52                      | 39     | 241     | 0.2482  |
| 5:00pm         | 39                         | 25    | 35                      | 60     | 51                      | 37     | 247     | 0.2544  |
| 5:15pm         | 45                         | 20    | 26                      | 61     | 58                      | 32     | 242     | 0.2492  |
| Hourly Total   | 160                        | 96    | 132                     | 229    | 213                     | 141    | 971     | 1       |
| Hourly Total % | 0.625                      | 0.375 | 0.3657                  | 0.6343 | 0.6017                  | 0.3983 | INT PHF |         |
| PHF            | 0.89                       | 0.86  | 0.87                    | 0.94   | 0.92                    | 0.9    | 0.98    |         |

| Weekday, Peak AM |                      |        |        |                         |      |       |                      |        |        |                         |      |       |         |         |
|------------------|----------------------|--------|--------|-------------------------|------|-------|----------------------|--------|--------|-------------------------|------|-------|---------|---------|
|                  | N SR 37 (Southbound) |        |        | E Cherry St (Westbound) |      |       | S SR 37 (Northbound) |        |        | W Cherry St (Eastbound) |      |       | Total   | Total % |
|                  | Left                 | Thru   | Right  | Left                    | Thru | Right | Left                 | Thru   | Right  | Left                    | Thru | Right |         |         |
| 7:30am           | 0                    | 362    | 17     | 0                       | 0    | 0     | 58                   | 110    | 1      | 0                       | 0    | 26    | 574     | 0.2362  |
| 7:45am           | 0                    | 394    | 33     | 0                       | 0    | 0     | 47                   | 163    | 2      | 0                       | 0    | 30    | 669     | 0.2753  |
| 8:00am           | 1                    | 358    | 29     | 0                       | 0    | 0     | 52                   | 130    | 4      | 0                       | 0    | 33    | 607     | 0.2498  |
| 8:15am           | 1                    | 353    | 14     | 0                       | 0    | 0     | 53                   | 127    | 4      | 0                       | 0    | 28    | 580     | 0.2387  |
| Hourly Total     | 2                    | 1467   | 93     | 0                       | 0    | 0     | 210                  | 530    | 11     | 0                       | 0    | 117   | 2430    | 1       |
| Hourly Total %   | 0.0013               | 0.9392 | 0.0595 | 0                       | 0    | 0     | 0.2796               | 0.7057 | 0.0146 | 0                       | 0    | 1     | INT PHF |         |
| PHF              | 0.5                  | 0.93   | 0.7    | 0                       | 0    | 0     | 0.91                 | 0.81   | 0.69   | 0                       | 0    | 0.89  | 0.91    |         |

| Weekday, Peak PM |                      |        |        |                         |      |       |                      |        |        |                         |      |       |         |         |
|------------------|----------------------|--------|--------|-------------------------|------|-------|----------------------|--------|--------|-------------------------|------|-------|---------|---------|
|                  | N SR 37 (Southbound) |        |        | E Cherry St (Westbound) |      |       | S SR 37 (Northbound) |        |        | W Cherry St (Eastbound) |      |       | Total   | Total % |
|                  | Left                 | Thru   | Right  | Left                    | Thru | Right | Left                 | Thru   | Right  | Left                    | Thru | Right |         |         |
| 4:30pm           | 1                    | 252    | 7      | 0                       | 0    | 2     | 77                   | 394    | 2      | 0                       | 0    | 70    | 805     | 0.2419  |
| 4:45pm           | 2                    | 253    | 6      | 0                       | 0    | 2     | 72                   | 405    | 2      | 0                       | 0    | 71    | 813     | 0.2443  |
| 5:00pm           | 2                    | 240    | 8      | 0                       | 0    | 2     | 75                   | 470    | 5      | 0                       | 0    | 70    | 872     | 0.262   |
| 5:15pm           | 3                    | 235    | 6      | 0                       | 0    | 2     | 70                   | 444    | 5      | 0                       | 0    | 73    | 838     | 0.2518  |
| Hourly Total     | 8                    | 980    | 27     | 0                       | 0    | 8     | 294                  | 1713   | 14     | 0                       | 0    | 284   | 3328    | 1       |
| Hourly Total %   | 0.0079               | 0.9655 | 0.0266 | 0                       | 0    | 1     | 0.1455               | 0.8476 | 0.0069 | 0                       | 0    | 1     | INT PHF |         |
| PHF              | 0.67                 | 0.97   | 0.84   | 0                       | 0    | 1     | 0.95                 | 0.91   | 0.7    | 0                       | 0    | 0.97  | 0.95    |         |



| Weekday, Peak AM |                           |        |        |                     |        |        |                           |        |        |                     |        |       |         |         |
|------------------|---------------------------|--------|--------|---------------------|--------|--------|---------------------------|--------|--------|---------------------|--------|-------|---------|---------|
|                  | N Presley Dr (Southbound) |        |        | E SR 32 (Westbound) |        |        | S Presley Dr (Northbound) |        |        | W SR 32 (Eastbound) |        |       | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                | Thru   | Right  | Left                      | Thru   | Right  | Left                | Thru   | Right |         |         |
| 7:15am           | 3                         | 4      | 2      | 7                   | 265    | 4      | 2                         | 0      | 0      | 1                   | 61     | 5     | 354     | 0.2208  |
| 7:30am           | 7                         | 1      | 3      | 7                   | 321    | 5      | 2                         | 0      | 1      | 1                   | 64     | 4     | 416     | 0.2595  |
| 7:45am           | 8                         | 2      | 3      | 5                   | 374    | 5      | 3                         | 0      | 2      | 0                   | 88     | 5     | 495     | 0.3088  |
| 8:00am           | 8                         | 2      | 3      | 3                   | 186    | 4      | 5                         | 1      | 1      | 1                   | 115    | 9     | 338     | 0.2109  |
| Hourly Total     | 26                        | 9      | 11     | 22                  | 1146   | 18     | 12                        | 1      | 4      | 3                   | 328    | 23    | 1603    | 1       |
| Hourly Total %   | 0.5652                    | 0.1957 | 0.2391 | 0.0185              | 0.9663 | 0.0152 | 0.7059                    | 0.0588 | 0.2353 | 0.0085              | 0.9266 | 0.065 | INT PHF |         |
| PHF              | 0.81                      | 0.56   | 0.92   | 0.79                | 0.77   | 0.9    | 0.6                       | 0.25   | 0.5    | 0.75                | 0.71   | 0.64  | 0.81    |         |

| Weekday, Peak PM |                           |        |        |                     |        |       |                           |        |        |                     |        |        |         |         |
|------------------|---------------------------|--------|--------|---------------------|--------|-------|---------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N Presley Dr (Southbound) |        |        | E SR 32 (Westbound) |        |       | S Presley Dr (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                | Thru   | Right | Left                      | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 4:45pm           | 14                        | 4      | 4      | 3                   | 199    | 11    | 14                        | 8      | 3      | 7                   | 226    | 5      | 498     | 0.252   |
| 5:00pm           | 19                        | 3      | 5      | 2                   | 203    | 12    | 21                        | 6      | 2      | 5                   | 201    | 8      | 487     | 0.2465  |
| 5:15pm           | 12                        | 2      | 6      | 3                   | 210    | 10    | 13                        | 4      | 3      | 4                   | 216    | 11     | 494     | 0.25    |
| 5:30pm           | 9                         | 3      | 5      | 3                   | 196    | 11    | 9                         | 4      | 2      | 4                   | 243    | 8      | 497     | 0.2515  |
| Hourly Total     | 54                        | 12     | 20     | 11                  | 808    | 44    | 57                        | 22     | 10     | 20                  | 886    | 32     | 1976    | 1       |
| Hourly Total %   | 0.6279                    | 0.1395 | 0.2326 | 0.0127              | 0.9363 | 0.051 | 0.6404                    | 0.2472 | 0.1124 | 0.0213              | 0.9446 | 0.0341 | INT PHF |         |
| PHF              | 0.71                      | 0.75   | 0.83   | 0.92                | 0.96   | 0.92  | 0.68                      | 0.69   | 0.83   | 0.71                | 0.91   | 0.73   | 0.99    |         |

131\_SR\_32\_Union\_Chapel\_Rd

Weekday, Peak AM

|                | E SR 32 (Westbound) |        | S Union Chapel Rd (Northbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|---------------------|--------|--------------------------------|--------|---------------------|--------|---------|---------|
|                | Left                | Thru   | Left                           | Right  | Thru                | Right  |         |         |
| 7:15am         | 61                  | 177    | 49                             | 32     | 42                  | 10     | 371     | 0.2279  |
| 7:30am         | 79                  | 201    | 74                             | 25     | 40                  | 19     | 438     | 0.269   |
| 7:45am         | 56                  | 210    | 91                             | 32     | 68                  | 17     | 474     | 0.2912  |
| 8:00am         | 64                  | 123    | 30                             | 31     | 73                  | 24     | 345     | 0.2119  |
| Hourly Total   | 260                 | 711    | 244                            | 120    | 223                 | 70     | 1628    | 1       |
| Hourly Total % | 0.2678              | 0.7322 | 0.6703                         | 0.3297 | 0.7611              | 0.2389 | INT PHF |         |
| PHF            | 0.82                | 0.85   | 0.67                           | 0.94   | 0.76                | 0.73   | 0.86    |         |

Weekday, Peak PM

|                | E SR 32 (Westbound) |        | S Union Chapel Rd (Northbound) |        | W SR 32 (Eastbound) |        | Total   | Total % |
|----------------|---------------------|--------|--------------------------------|--------|---------------------|--------|---------|---------|
|                | Left                | Thru   | Left                           | Right  | Thru                | Right  |         |         |
| 4:30pm         | 47                  | 99     | 45                             | 132    | 198                 | 32     | 553     | 0.2601  |
| 4:45pm         | 39                  | 120    | 52                             | 109    | 165                 | 38     | 523     | 0.246   |
| 5:00pm         | 57                  | 107    | 67                             | 116    | 144                 | 36     | 527     | 0.2479  |
| 5:15pm         | 57                  | 114    | 67                             | 108    | 147                 | 30     | 523     | 0.246   |
| Hourly Total   | 200                 | 440    | 231                            | 465    | 654                 | 136    | 2126    | 1       |
| Hourly Total % | 0.3125              | 0.6875 | 0.3319                         | 0.6681 | 0.8278              | 0.1722 | INT PHF |         |
| PHF            | 0.88                | 0.92   | 0.86                           | 0.88   | 0.83                | 0.89   | 0.96    |         |

132\_SR\_32\_Promise\_Rd

| Weekday, Peak AM |                           |        |        |                     |        |        |                           |        |        |                     |        |        |         |         |
|------------------|---------------------------|--------|--------|---------------------|--------|--------|---------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N Promise Rd (Southbound) |        |        | E SR 32 (Westbound) |        |        | S Promise Rd (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                | Thru   | Right  | Left                      | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 7:15am           | 25                        | 2      | 42     | 6                   | 182    | 34     | 3                         | 0      | 2      | 17                  | 45     | 5      | 363     | 0.2319  |
| 7:30am           | 55                        | 5      | 38     | 7                   | 214    | 38     | 5                         | 0      | 5      | 12                  | 50     | 4      | 433     | 0.2767  |
| 7:45am           | 43                        | 5      | 44     | 7                   | 203    | 24     | 4                         | 1      | 7      | 17                  | 64     | 7      | 426     | 0.2722  |
| 8:00am           | 37                        | 2      | 33     | 6                   | 136    | 20     | 5                         | 2      | 5      | 11                  | 77     | 9      | 343     | 0.2192  |
| Hourly Total     | 160                       | 14     | 157    | 26                  | 735    | 116    | 17                        | 3      | 19     | 57                  | 236    | 25     | 1565    | 1       |
| Hourly Total %   | 0.4834                    | 0.0423 | 0.4743 | 0.0296              | 0.8381 | 0.1323 | 0.4359                    | 0.0769 | 0.4872 | 0.1792              | 0.7421 | 0.0786 | INT PHF |         |
| PHF              | 0.73                      | 0.7    | 0.89   | 0.93                | 0.86   | 0.76   | 0.85                      | 0.38   | 0.68   | 0.84                | 0.77   | 0.69   | 0.90    |         |

| Weekday, Peak PM |                           |        |        |                     |        |        |                           |        |        |                     |        |        |         |         |
|------------------|---------------------------|--------|--------|---------------------|--------|--------|---------------------------|--------|--------|---------------------|--------|--------|---------|---------|
|                  | N Promise Rd (Southbound) |        |        | E SR 32 (Westbound) |        |        | S Promise Rd (Northbound) |        |        | W SR 32 (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                | Thru   | Right  | Left                      | Thru   | Right  | Left                | Thru   | Right  |         |         |
| 4:30pm           | 33                        | 1      | 27     | 1                   | 107    | 41     | 2                         | 3      | 2      | 46                  | 258    | 2      | 523     | 0.2523  |
| 4:45pm           | 57                        | 1      | 23     | 1                   | 124    | 48     | 3                         | 5      | 5      | 47                  | 206    | 3      | 523     | 0.2523  |
| 5:00pm           | 59                        | 2      | 38     | 2                   | 111    | 46     | 3                         | 5      | 5      | 44                  | 199    | 2      | 516     | 0.2489  |
| 5:15pm           | 39                        | 5      | 34     | 2                   | 119    | 56     | 3                         | 5      | 3      | 45                  | 197    | 3      | 511     | 0.2465  |
| Hourly Total     | 188                       | 9      | 122    | 6                   | 461    | 191    | 11                        | 18     | 15     | 182                 | 860    | 10     | 2073    | 1       |
| Hourly Total %   | 0.5893                    | 0.0282 | 0.3824 | 0.0091              | 0.7006 | 0.2903 | 0.25                      | 0.4091 | 0.3409 | 0.173               | 0.8175 | 0.0095 | INT PHF |         |
| PHF              | 0.8                       | 0.45   | 0.8    | 0.75                | 0.93   | 0.85   | 0.92                      | 0.9    | 0.75   | 0.97                | 0.83   | 0.83   | 0.99    |         |

139\_SR\_38\_Deshane\_Ave

Weekday, Peak AM

|                | N Deshane Ave (Southbound) |       | E SR 38 (Westbound) |       | W SR 38 (Eastbound) |      | Total   | Total % |
|----------------|----------------------------|-------|---------------------|-------|---------------------|------|---------|---------|
|                | Left                       | Right | Thru                | Right | Left                | Thru |         |         |
| 7:15am         | 0                          | 4     | 183                 | 0     | 0                   | 90   | 277     | 0.2228  |
| 7:30am         | 0                          | 7     | 225                 | 0     | 0                   | 110  | 342     | 0.2751  |
| 7:45am         | 0                          | 6     | 213                 | 0     | 0                   | 137  | 356     | 0.2864  |
| 8:00am         | 0                          | 2     | 147                 | 0     | 0                   | 119  | 268     | 0.2156  |
| Hourly Total   | 0                          | 19    | 768                 | 0     | 0                   | 456  | 1243    | 1       |
| Hourly Total % | 0                          | 1     | 1                   | 0     | 0                   | 1    | INT PHF |         |
| PHF            | 0                          | 0.68  | 0.85                | 0     | 0                   | 0.83 | 0.87    |         |

Weekday, Peak PM

|                | N Deshane Ave (Southbound) |       | E SR 38 (Westbound) |        | W SR 38 (Eastbound) |        | Total   | Total % |
|----------------|----------------------------|-------|---------------------|--------|---------------------|--------|---------|---------|
|                | Left                       | Right | Thru                | Right  | Left                | Thru   |         |         |
| 4:30pm         | 1                          | 1     | 155                 | 0      | 0                   | 258    | 415     | 0.2592  |
| 4:45pm         | 1                          | 0     | 167                 | 0      | 1                   | 246    | 415     | 0.2592  |
| 5:00pm         | 0                          | 0     | 158                 | 0      | 1                   | 231    | 390     | 0.2436  |
| 5:15pm         | 1                          | 0     | 174                 | 1      | 1                   | 204    | 381     | 0.238   |
| Hourly Total   | 3                          | 1     | 654                 | 1      | 3                   | 939    | 1601    | 1       |
| Hourly Total % | 0.75                       | 0.25  | 0.9985              | 0.0015 | 0.0032              | 0.9968 | INT PHF |         |
| PHF            | 0.75                       | 0.25  | 0.94                | 0.25   | 0.75                | 0.91   | 0.96    |         |

140\_Pleasant\_St\_Union\_Chapel\_Rd

| Weekday, Peak AM |                          |        |        |                           |        |        |                          |        |        |                           |        |        |         |         |
|------------------|--------------------------|--------|--------|---------------------------|--------|--------|--------------------------|--------|--------|---------------------------|--------|--------|---------|---------|
|                  | North Union (Southbound) |        |        | East Pleasant (Westbound) |        |        | South Union (Northbound) |        |        | West Pleasant (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                      | Thru   | Right  | Left                     | Thru   | Right  | Left                      | Thru   | Right  |         |         |
| 7:30am           | 2                        | 50     | 39     | 4                         | 11     | 6      | 28                       | 91     | 1      | 5                         | 3      | 3      | 243     | 0.2758  |
| 7:45am           | 1                        | 55     | 18     | 4                         | 15     | 5      | 24                       | 103    | 1      | 8                         | 7      | 8      | 249     | 0.2826  |
| 8:00am           | 1                        | 52     | 33     | 4                         | 8      | 6      | 25                       | 43     | 2      | 10                        | 6      | 12     | 202     | 0.2293  |
| 8:15am           | 1                        | 31     | 19     | 3                         | 5      | 5      | 22                       | 74     | 3      | 11                        | 3      | 10     | 187     | 0.2123  |
| Hourly Total     | 5                        | 188    | 109    | 15                        | 39     | 22     | 99                       | 311    | 7      | 34                        | 19     | 33     | 881     | 1       |
| Hourly Total %   | 0.0166                   | 0.6225 | 0.3609 | 0.1974                    | 0.5132 | 0.2895 | 0.2374                   | 0.7458 | 0.0168 | 0.3953                    | 0.2209 | 0.3837 | INT PHF |         |
| PHF              | 0.62                     | 0.85   | 0.7    | 0.94                      | 0.65   | 0.92   | 0.88                     | 0.75   | 0.58   | 0.77                      | 0.68   | 0.69   | 0.88    |         |

| Weekday, Peak PM |                          |        |        |                           |        |       |                          |        |       |                           |        |        |         |         |
|------------------|--------------------------|--------|--------|---------------------------|--------|-------|--------------------------|--------|-------|---------------------------|--------|--------|---------|---------|
|                  | North Union (Southbound) |        |        | East Pleasant (Westbound) |        |       | South Union (Northbound) |        |       | West Pleasant (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                      | Thru   | Right | Left                     | Thru   | Right | Left                      | Thru   | Right  |         |         |
| 4:30pm           | 0                        | 51     | 25     | 2                         | 0      | 0     | 18                       | 99     | 3     | 73                        | 3      | 51     | 325     | 0.2438  |
| 4:45pm           | 0                        | 60     | 17     | 2                         | 1      | 0     | 22                       | 100    | 4     | 56                        | 3      | 44     | 309     | 0.2318  |
| 5:00pm           | 0                        | 66     | 27     | 2                         | 2      | 0     | 21                       | 118    | 5     | 62                        | 3      | 47     | 353     | 0.2648  |
| 5:15pm           | 1                        | 58     | 27     | 3                         | 1      | 0     | 36                       | 114    | 6     | 57                        | 3      | 40     | 346     | 0.2596  |
| Hourly Total     | 1                        | 235    | 96     | 9                         | 4      | 0     | 97                       | 431    | 18    | 248                       | 12     | 182    | 1333    | 1       |
| Hourly Total %   | 0.003                    | 0.7078 | 0.2892 | 0.6923                    | 0.3077 | 0     | 0.1777                   | 0.7894 | 0.033 | 0.5611                    | 0.0271 | 0.4118 | INT PHF |         |
| PHF              | 0.25                     | 0.89   | 0.89   | 0.75                      | 0.5    | 0     | 0.67                     | 0.91   | 0.75  | 0.85                      | 1      | 0.89   | 0.94    |         |

| Weekday, Peak AM |                            |           |            |                           |           |           |                         |           |         |                           |           |           |         |         |
|------------------|----------------------------|-----------|------------|---------------------------|-----------|-----------|-------------------------|-----------|---------|---------------------------|-----------|-----------|---------|---------|
|                  | North Presley (Southbound) |           |            | East Pleasant (Westbound) |           |           | South Cole (Northbound) |           |         | West Pleasant (Eastbound) |           |           | Total   | Total % |
|                  | Left                       | Thru      | Right      | Left                      | Thru      | Right     | Left                    | Thru      | Right   | Left                      | Thru      | Right     |         |         |
| 8:00am           | 20                         | 1         | 25         | 0                         | 61        | 10        | 6                       | 5         | 0       | 14                        | 30        | 2         | 174     | 25.893  |
| 8:15am           | 11                         | 0         | 13         | 0                         | 37        | 5         | 4                       | 6         | 0       | 12                        | 26        | 2         | 116     | 17.262  |
| 8:30am           | 9                          | 0         | 25         | 0                         | 44        | 9         | 2                       | 4         | 0       | 27                        | 31        | 2         | 153     | 22.768  |
| 8:45am           | 14                         | 0         | 62         | 0                         | 50        | 14        | 2                       | 5         | 0       | 44                        | 35        | 3         | 229     | 34.077  |
| Hourly Total     | 54                         | 1         | 125        | 0                         | 192       | 38        | 14                      | 20        | 0       | 97                        | 122       | 9         | 672     | 100     |
| Hourly Total %   | 30                         | 0.5555556 | 69.4444444 | 0                         | 83.478261 | 16.521739 | 41.176471               | 58.823529 | 0       | 42.54386                  | 53.508772 | 3.9473684 | INT PHF |         |
| PHF              | 0.68                       | 0.25      | 0.5        | #DIV/0!                   | 0.79      | 0.68      | 0.58                    | 0.83      | #DIV/0! | 0.55                      | 0.87      | 0.75      |         | 0.73    |

| Weekday, Peak PM |                            |         |           |                           |           |           |                         |           |           |                           |           |           |         |         |
|------------------|----------------------------|---------|-----------|---------------------------|-----------|-----------|-------------------------|-----------|-----------|---------------------------|-----------|-----------|---------|---------|
|                  | North Presley (Southbound) |         |           | East Pleasant (Westbound) |           |           | South Cole (Northbound) |           |           | West Pleasant (Eastbound) |           |           | Total   | Total % |
|                  | Left                       | Thru    | Right     | Left                      | Thru      | Right     | Left                    | Thru      | Right     | Left                      | Thru      | Right     |         |         |
| 4:30pm           | 1                          | 0       | 5         | 0                         | 53        | 7         | 4                       | 2         | 1         | 45                        | 117       | 5         | 240     | 35.714  |
| 4:45pm           | 1                          | 0       | 5         | 0                         | 55        | 16        | 6                       | 3         | 1         | 55                        | 128       | 4         | 274     | 40.774  |
| 5:00pm           | 2                          | 0       | 6         | 0                         | 72        | 20        | 5                       | 3         | 1         | 55                        | 139       | 4         | 307     | 45.685  |
| 5:15pm           | 3                          | 0       | 7         | 0                         | 78        | 23        | 8                       | 7         | 1         | 75                        | 140       | 7         | 349     | 51.935  |
| Hourly Total     | 7                          | 0       | 23        | 0                         | 258       | 66        | 23                      | 15        | 4         | 230                       | 524       | 20        | 1170    | 174.11  |
| Hourly Total %   | 3.8888889                  | 0       | 12.777778 | 0                         | 112.17391 | 28.695652 | 67.647059               | 44.117647 | 11.764706 | 100.87719                 | 229.82456 | 8.7719298 | INT PHF |         |
| PHF              | 0.58                       | #DIV/0! | 0.82      | #DIV/0!                   | 0.83      | 0.72      | 0.72                    | 0.54      | 1         | 0.77                      | 0.94      | 0.71      |         | 0.84    |

| Weekday, Peak AM |                               |         |       |                           |           |         |                               |           |           |                           |           |           |         |         |
|------------------|-------------------------------|---------|-------|---------------------------|-----------|---------|-------------------------------|-----------|-----------|---------------------------|-----------|-----------|---------|---------|
|                  | North Mercantile (Southbound) |         |       | East Pleasant (Westbound) |           |         | South Mercantile (Northbound) |           |           | West Pleasant (Eastbound) |           |           | Total   | Total % |
|                  | Left                          | Thru    | Right | Left                      | Thru      | Right   | Left                          | Thru      | Right     | Left                      | Thru      | Right     |         |         |
| 8:00am           | 0                             | 0       | 0     | 13                        | 54        | 0       | 37                            | 0         | 9         | 2                         | 20        | 49        | 184     | 24.306  |
| 8:15am           | 0                             | 0       | 1     | 13                        | 34        | 0       | 35                            | 1         | 8         | 2                         | 22        | 45        | 161     | 21.268  |
| 8:30am           | 0                             | 0       | 1     | 18                        | 31        | 0       | 45                            | 4         | 13        | 3                         | 30        | 55        | 200     | 26.42   |
| 8:45am           | 0                             | 0       | 0     | 13                        | 41        | 0       | 41                            | 7         | 24        | 4                         | 28        | 54        | 212     | 28.005  |
| Hourly Total     | 0                             | 0       | 2     | 57                        | 160       | 0       | 158                           | 12        | 54        | 11                        | 100       | 203       | 757     | 100     |
| Hourly Total %   | 0                             | 0       | 100   | 26.267281                 | 73.732719 | 0       | 70.535714                     | 5.3571429 | 24.107143 | 3.5031847                 | 31.847134 | 64.649682 | INT PHF |         |
| PHF              | #DIV/0!                       | #DIV/0! | 0.5   | 0.79                      | 0.74      | #DIV/0! | 0.88                          | 0.43      | 0.56      | 0.69                      | 0.83      | 0.92      | 0.89    |         |

| Weekday, Peak PM |                               |         |       |                           |           |         |                               |           |           |                           |           |           |         |         |
|------------------|-------------------------------|---------|-------|---------------------------|-----------|---------|-------------------------------|-----------|-----------|---------------------------|-----------|-----------|---------|---------|
|                  | North Mercantile (Southbound) |         |       | East Pleasant (Westbound) |           |         | South Mercantile (Northbound) |           |           | West Pleasant (Eastbound) |           |           | Total   | Total % |
|                  | Left                          | Thru    | Right | Left                      | Thru      | Right   | Left                          | Thru      | Right     | Left                      | Thru      | Right     |         |         |
| 5:00pm           | 0                             | 0       | 1     | 26                        | 47        | 0       | 92                            | 0         | 28        | 0                         | 68        | 83        | 345     | 45.575  |
| 5:15pm           | 0                             | 0       | 1     | 21                        | 52        | 0       | 95                            | 0         | 32        | 1                         | 54        | 85        | 341     | 45.046  |
| 5:30pm           | 0                             | 0       | 1     | 26                        | 57        | 0       | 97                            | 4         | 25        | 2                         | 47        | 94        | 353     | 46.631  |
| 5:45pm           | 0                             | 0       | 1     | 19                        | 46        | 0       | 91                            | 9         | 26        | 2                         | 46        | 98        | 338     | 44.65   |
| Hourly Total     | 0                             | 0       | 4     | 92                        | 202       | 0       | 375                           | 13        | 111       | 5                         | 215       | 360       | 1377    | 181.9   |
| Hourly Total %   | 0                             | 0       | 200   | 42.396313                 | 93.087558 | 0       | 167.41071                     | 5.8035714 | 49.553571 | 1.5923567                 | 68.471338 | 114.64968 | INT PHF |         |
| PHF              | #DIV/0!                       | #DIV/0! | 1     | 0.88                      | 0.89      | #DIV/0! | 0.97                          | 0.36      | 0.87      | 0.63                      | 0.79      | 0.92      | 0.98    |         |

| Weekday, Peak AM |                          |           |           |                           |           |           |                          |           |           |                           |          |           |       |         |
|------------------|--------------------------|-----------|-----------|---------------------------|-----------|-----------|--------------------------|-----------|-----------|---------------------------|----------|-----------|-------|---------|
|                  | North SR 37 (Southbound) |           |           | East Pleasant (Westbound) |           |           | South SR 37 (Northbound) |           |           | West Pleasant (Eastbound) |          |           | Total | Total % |
|                  | Left                     | Thru      | Right     | Left                      | Thru      | Right     | Left                     | Thru      | Right     | Left                      | Thru     | Right     |       |         |
| 7:30am           | 27                       | 345       | 26        | 20                        | 46        | 30        | 15                       | 118       | 7         | 14                        | 26       | 5         | 679   | 23.825  |
| 7:45am           | 40                       | 338       | 44        | 16                        | 47        | 39        | 13                       | 162       | 6         | 14                        | 38       | 8         | 765   | 26.842  |
| 8:00am           | 40                       | 323       | 35        | 16                        | 48        | 37        | 18                       | 133       | 7         | 14                        | 34       | 10        | 715   | 25.088  |
| 8:15am           | 37                       | 326       | 26        | 11                        | 36        | 32        | 20                       | 136       | 12        | 15                        | 27       | 13        | 691   | 24.246  |
| Hourly Total     | 144                      | 1332      | 131       | 63                        | 177       | 138       | 66                       | 549       | 32        | 57                        | 125      | 36        | 2850  | 100     |
| Hourly Total %   | 8.9607965                | 82.887368 | 8.1518357 | 16.666667                 | 46.825397 | 36.507937 | 10.200927                | 84.853168 | 4.9459042 | 26.146789                 | 57.33945 | 16.513761 | INT   | PHF     |
| PHF              | 0.9                      | 0.97      | 0.74      | 0.79                      | 0.92      | 0.88      | 0.83                     | 0.85      | 0.67      | 0.95                      | 0.82     | 0.69      | 0.93  |         |

| Weekday, Peak PM |                          |        |        |                           |        |        |                          |        |       |                           |        |        |       |         |
|------------------|--------------------------|--------|--------|---------------------------|--------|--------|--------------------------|--------|-------|---------------------------|--------|--------|-------|---------|
|                  | North SR 37 (Southbound) |        |        | East Pleasant (Westbound) |        |        | South SR 37 (Northbound) |        |       | West Pleasant (Eastbound) |        |        | Total | Total % |
|                  | Left                     | Thru   | Right  | Left                      | Thru   | Right  | Left                     | Thru   | Right | Left                      | Thru   | Right  |       |         |
| 4:30pm           | 71                       | 253    | 21     | 18                        | 47     | 83     | 27                       | 337    | 23    | 54                        | 76     | 17     | 1027  | 0.2407  |
| 4:45pm           | 66                       | 257    | 21     | 17                        | 49     | 80     | 41                       | 374    | 25    | 45                        | 75     | 16     | 1066  | 0.2498  |
| 5:00pm           | 61                       | 234    | 22     | 16                        | 46     | 98     | 36                       | 425    | 22    | 48                        | 83     | 16     | 1107  | 0.2594  |
| 5:15pm           | 60                       | 244    | 15     | 24                        | 48     | 91     | 35                       | 408    | 28    | 32                        | 64     | 18     | 1067  | 0.2501  |
| Hourly Total     | 258                      | 988    | 79     | 75                        | 190    | 352    | 139                      | 1544   | 98    | 179                       | 298    | 67     | 4267  | 1       |
| Hourly Total %   | 0.1947                   | 0.7457 | 0.0596 | 0.1216                    | 0.3079 | 0.5705 | 0.078                    | 0.8669 | 0.055 | 0.329                     | 0.5478 | 0.1232 | INT   | PHF     |
| PHF              | 0.91                     | 0.96   | 0.9    | 0.78                      | 0.97   | 0.9    | 0.85                     | 0.91   | 0.88  | 0.83                      | 0.9    | 0.93   | 0.96  |         |



| Weekday, Peak AM |                          |           |           |                           |           |         |                           |           |           |                           |           |           |       |         |
|------------------|--------------------------|-----------|-----------|---------------------------|-----------|---------|---------------------------|-----------|-----------|---------------------------|-----------|-----------|-------|---------|
|                  | North Noble (Southbound) |           |           | East Pleasant (Westbound) |           |         | South Clover (Northbound) |           |           | West Pleasant (Eastbound) |           |           | Total | Total % |
|                  | Left                     | Thru      | Right     | Left                      | Thru      | Right   | Left                      | Thru      | Right     | Left                      | Thru      | Right     |       |         |
| 7:45am           | 1                        | 1         | 0         | 31                        | 67        | 0       | 15                        | 7         | 10        | 6                         | 41        | 23        | 202   | 27.558  |
| 8:00am           | 1                        | 1         | 0         | 29                        | 55        | 0       | 12                        | 7         | 8         | 4                         | 41        | 15        | 173   | 23.602  |
| 8:15am           | 1                        | 3         | 1         | 25                        | 52        | 0       | 9                         | 5         | 8         | 5                         | 44        | 21        | 174   | 23.738  |
| 8:30am           | 3                        | 4         | 1         | 29                        | 42        | 0       | 10                        | 5         | 11        | 6                         | 45        | 28        | 184   | 25.102  |
| Hourly Total     | 6                        | 9         | 2         | 114                       | 216       | 0       | 46                        | 24        | 37        | 21                        | 171       | 87        | 733   | 100     |
| Hourly Total %   | 35.294118                | 52.941176 | 11.764706 | 34.545455                 | 65.454545 | 0       | 42.990654                 | 22.429907 | 34.579439 | 7.5268817                 | 61.290323 | 31.182796 | INT   | PHF     |
| PHF              | 0.5                      | 0.56      | 0.5       | 0.92                      | 0.81      | #DIV/0! | 0.77                      | 0.86      | 0.84      | 0.88                      | 0.95      | 0.78      | 0.91  |         |

| Weekday, Peak PM |                          |      |           |                           |           |           |                           |           |           |                           |           |           |       |         |
|------------------|--------------------------|------|-----------|---------------------------|-----------|-----------|---------------------------|-----------|-----------|---------------------------|-----------|-----------|-------|---------|
|                  | North Noble (Southbound) |      |           | East Pleasant (Westbound) |           |           | South Clover (Northbound) |           |           | West Pleasant (Eastbound) |           |           | Total | Total % |
|                  | Left                     | Thru | Right     | Left                      | Thru      | Right     | Left                      | Thru      | Right     | Left                      | Thru      | Right     |       |         |
| 4:00pm           | 16                       | 10   | 5         | 30                        | 73        | 0         | 33                        | 16        | 32        | 12                        | 93        | 42        | 362   | 49.386  |
| 4:15pm           | 13                       | 8    | 5         | 22                        | 60        | 0         | 35                        | 14        | 41        | 11                        | 77        | 46        | 332   | 45.293  |
| 4:30pm           | 12                       | 7    | 5         | 28                        | 53        | 0         | 31                        | 14        | 27        | 11                        | 101       | 46        | 335   | 45.703  |
| 4:45pm           | 11                       | 9    | 6         | 17                        | 59        | 1         | 33                        | 17        | 33        | 11                        | 84        | 38        | 319   | 43.52   |
| Hourly Total     | 52                       | 34   | 21        | 97                        | 245       | 1         | 132                       | 61        | 133       | 45                        | 355       | 172       | 1348  | 183.9   |
| Hourly Total %   | 305.88235                | 200  | 123.52941 | 29.393939                 | 74.242424 | 0.3030303 | 123.36449                 | 57.009346 | 124.29907 | 16.129032                 | 127.24014 | 61.648746 | INT   | PHF     |
| PHF              | 0.81                     | 0.85 | 0.88      | 0.81                      | 0.84      | 0.25      | 0.94                      | 0.9       | 0.81      | 0.94                      | 0.88      | 0.93      | 0.93  |         |

145\_Pleasant\_St\_19th\_St

Weekday, Peak AM

|                | North 19th St (Southbound) |             | East Pleasant (Westbound) |             | West Pleasant (Eastbound) |             | Total   | Total % |
|----------------|----------------------------|-------------|---------------------------|-------------|---------------------------|-------------|---------|---------|
|                | Left                       | Right       | Thru                      | Right       | Left                      | Thru        |         |         |
| 7:45am         | 5                          | 7           | 59                        | 28          | 14                        | 62          | 175     | 27.734  |
| 8:00am         | 6                          | 5           | 46                        | 23          | 13                        | 55          | 148     | 23.455  |
| 8:15am         | 11                         | 4           | 41                        | 21          | 13                        | 60          | 150     | 23.772  |
| 8:30am         | 18                         | 4           | 42                        | 19          | 12                        | 63          | 158     | 25.04   |
| Hourly Total   | 40                         | 20          | 188                       | 91          | 52                        | 240         | 631     | 100     |
| Hourly Total % | 66.66666667                | 33.33333333 | 67.38351254               | 32.61648746 | 17.80821918               | 82.19178082 | INT PHF |         |
| PHF            | 0.56                       | 0.71        | 0.8                       | 0.81        | 0.93                      | 0.95        | 0.90    |         |

Weekday, Peak PM

|                | North 19th St (Southbound) |             | East Pleasant (Westbound) |             | West Pleasant (Eastbound) |             | Total   | Total % |
|----------------|----------------------------|-------------|---------------------------|-------------|---------------------------|-------------|---------|---------|
|                | Left                       | Right       | Thru                      | Right       | Left                      | Thru        |         |         |
| 4:00pm         | 20                         | 7           | 95                        | 37          | 21                        | 118         | 298     | 47.227  |
| 4:15pm         | 17                         | 8           | 80                        | 35          | 21                        | 110         | 271     | 42.948  |
| 4:30pm         | 15                         | 9           | 77                        | 38          | 46                        | 142         | 327     | 51.823  |
| 4:45pm         | 14                         | 11          | 94                        | 35          | 22                        | 127         | 303     | 48.019  |
| Hourly Total   | 66                         | 35          | 346                       | 145         | 110                       | 497         | 1199    | 190.02  |
| Hourly Total % | 110                        | 58.33333333 | 124.0143369               | 51.97132616 | 37.67123288               | 170.2054795 | INT PHF |         |
| PHF            | 0.83                       | 0.8         | 0.91                      | 0.95        | 0.6                       | 0.88        | 0.92    |         |

146\_Pleasant\_St\_16th\_St

Weekday, Peak AM

|                | North Business access (Southbound) |         |         | East Pleasant (Westbound) |            |         | South 16th St (Northbound) |         |            | West Pleasant (Eastbound) |            |            | Total   | Total % |
|----------------|------------------------------------|---------|---------|---------------------------|------------|---------|----------------------------|---------|------------|---------------------------|------------|------------|---------|---------|
|                | Left                               | Thru    | Right   | Left                      | Thru       | Right   | Left                       | Thru    | Right      | Left                      | Thru       | Right      |         |         |
| 7:45am         | 0                                  | 0       | 0       | 17                        | 41         | 0       | 1                          | 0       | 4          | 0                         | 73         | 9          | 145     | 29.116  |
| 8:00am         | 0                                  | 0       | 0       | 5                         | 33         | 0       | 2                          | 0       | 7          | 0                         | 58         | 4          | 109     | 21.888  |
| 8:15am         | 0                                  | 0       | 0       | 3                         | 37         | 0       | 1                          | 0       | 8          | 0                         | 67         | 1          | 117     | 23.494  |
| 8:30am         | 0                                  | 0       | 0       | 3                         | 40         | 0       | 2                          | 0       | 8          | 0                         | 71         | 3          | 127     | 25.502  |
| Hourly Total   | 0                                  | 0       | 0       | 28                        | 151        | 0       | 6                          | 0       | 27         | 0                         | 269        | 17         | 498     | 100     |
| Hourly Total % | #DIV/0!                            | #DIV/0! | #DIV/0! | 15.6424581                | 84.3575419 | 0       | 18.1818182                 | 0       | 81.8181818 | 0                         | 94.0559441 | 5.94405594 | INT PHF |         |
| PHF            | #DIV/0!                            | #DIV/0! | #DIV/0! | 0.41                      | 0.92       | #DIV/0! | 0.75                       | #DIV/0! | 0.84       | #DIV/0!                   | 0.92       | 0.47       | 0.86    |         |

Weekday, Peak PM

|                | North Business access (Southbound) |      |       | East Pleasant (Westbound) |        |       | South 16th St (Northbound) |      |        | West Pleasant (Eastbound) |        |        | Total   | Total % |
|----------------|------------------------------------|------|-------|---------------------------|--------|-------|----------------------------|------|--------|---------------------------|--------|--------|---------|---------|
|                | Left                               | Thru | Right | Left                      | Thru   | Right | Left                       | Thru | Right  | Left                      | Thru   | Right  |         |         |
| 4:00pm         | 0                                  | 0    | 0     | 8                         | 93     | 0     | 7                          | 0    | 12     | 0                         | 120    | 2      | 242     | 0.2437  |
| 4:15pm         | 1                                  | 0    | 0     | 8                         | 78     | 0     | 6                          | 0    | 10     | 0                         | 119    | 2      | 224     | 0.2256  |
| 4:30pm         | 1                                  | 0    | 0     | 8                         | 81     | 0     | 5                          | 0    | 11     | 0                         | 166    | 4      | 276     | 0.2779  |
| 4:45pm         | 0                                  | 0    | 0     | 8                         | 90     | 0     | 3                          | 0    | 12     | 0                         | 134    | 4      | 251     | 0.2528  |
| Hourly Total   | 2                                  | 0    | 0     | 32                        | 342    | 0     | 21                         | 0    | 45     | 0                         | 539    | 12     | 993     | 1       |
| Hourly Total % | 1                                  | 0    | 0     | 0.0856                    | 0.9144 | 0     | 0.3182                     | 0    | 0.6818 | 0                         | 0.9782 | 0.0218 | INT PHF |         |
| PHF            | 0.5                                | 0    | 0     | 1                         | 0.92   | 0     | 0.75                       | 0    | 0.94   | 0                         | 0.81   | 0.75   | 0.90    |         |

| Weekday, Peak AM |                         |           |         |                           |           |           |                         |           |           |                           |           |           |       |         |
|------------------|-------------------------|-----------|---------|---------------------------|-----------|-----------|-------------------------|-----------|-----------|---------------------------|-----------|-----------|-------|---------|
|                  | North 10th (Southbound) |           |         | East Pleasant (Westbound) |           |           | South 10th (Northbound) |           |           | West Pleasant (Eastbound) |           |           | Total | Total % |
|                  | Left                    | Thru      | Right   | Left                      | Thru      | Right     | Left                    | Thru      | Right     | Left                      | Thru      | Right     |       |         |
| 7:30am           | 14                      | 41        | 0       | 0                         | 35        | 11        | 0                       | 96        | 21        | 0                         | 31        | 1         | 250   | 27.086  |
| 7:45am           | 36                      | 47        | 0       | 0                         | 22        | 11        | 0                       | 90        | 16        | 0                         | 41        | 1         | 264   | 28.602  |
| 8:00am           | 15                      | 42        | 0       | 0                         | 19        | 10        | 1                       | 65        | 14        | 0                         | 28        | 2         | 196   | 21.235  |
| 8:15am           | 10                      | 39        | 0       | 0                         | 24        | 9         | 1                       | 66        | 17        | 0                         | 44        | 3         | 213   | 23.077  |
| Hourly Total     | 75                      | 169       | 0       | 0                         | 100       | 41        | 2                       | 317       | 68        | 0                         | 144       | 7         | 923   | 100     |
| Hourly Total %   | 30.737705               | 69.262295 | 0       | 0                         | 70.921986 | 29.078014 | 0.5167959               | 81.912145 | 17.571059 | 0                         | 95.364238 | 4.6357616 | INT   | PHF     |
| PHF              | 0.52                    | 0.9       | #DIV/0! | #DIV/0!                   | 0.71      | 0.93      | 0.5                     | 0.83      | 0.81      | #DIV/0!                   | 0.82      | 0.58      | 0.87  |         |

| Weekday, Peak PM |                         |        |        |                           |        |        |                         |        |       |                           |        |        |       |         |
|------------------|-------------------------|--------|--------|---------------------------|--------|--------|-------------------------|--------|-------|---------------------------|--------|--------|-------|---------|
|                  | North 10th (Southbound) |        |        | East Pleasant (Westbound) |        |        | South 10th (Northbound) |        |       | West Pleasant (Eastbound) |        |        | Total | Total % |
|                  | Left                    | Thru   | Right  | Left                      | Thru   | Right  | Left                    | Thru   | Right | Left                      | Thru   | Right  |       |         |
| 4:00pm           | 26                      | 76     | 0      | 0                         | 64     | 31     | 2                       | 114    | 24    | 0                         | 75     | 4      | 416   | 0.241   |
| 4:15pm           | 21                      | 70     | 0      | 0                         | 54     | 25     | 2                       | 131    | 26    | 0                         | 77     | 4      | 410   | 0.2375  |
| 4:30pm           | 26                      | 104    | 0      | 0                         | 56     | 27     | 2                       | 138    | 24    | 0                         | 102    | 4      | 483   | 0.2798  |
| 4:45pm           | 19                      | 75     | 1      | 0                         | 61     | 31     | 2                       | 112    | 29    | 0                         | 83     | 4      | 417   | 0.2416  |
| Hourly Total     | 92                      | 325    | 1      | 0                         | 235    | 114    | 8                       | 495    | 103   | 0                         | 337    | 16     | 1726  | 1       |
| Hourly Total %   | 0.2201                  | 0.7775 | 0.0024 | 0                         | 0.6734 | 0.3266 | 0.0132                  | 0.8168 | 0.17  | 0                         | 0.9547 | 0.0453 | INT   | PHF     |
| PHF              | 0.88                    | 0.78   | 0.25   | 0                         | 0.92   | 0.92   | 1                       | 0.9    | 0.89  | 0                         | 0.83   | 1      | 0.89  |         |

152\_171st\_St\_Cherry\_Tree\_Rd

Weekday, Peak AM

|                | East Cherry Tree (Westbound) |             | South Cherry Tree (Northbound) |             | West 171st (Eastbound) |             | Total   | Total % |
|----------------|------------------------------|-------------|--------------------------------|-------------|------------------------|-------------|---------|---------|
|                | Left                         | Thru        | Left                           | Right       | Thru                   | Right       |         |         |
| 7:30am         | 6                            | 0           | 6                              | 9           | 3                      | 8           | 32      | 23.188  |
| 7:45am         | 6                            | 1           | 4                              | 12          | 3                      | 12          | 38      | 27.536  |
| 8:00am         | 6                            | 1           | 2                              | 12          | 4                      | 11          | 36      | 26.087  |
| 8:15am         | 6                            | 1           | 1                              | 11          | 8                      | 5           | 32      | 23.188  |
| Hourly Total   | 24                           | 3           | 13                             | 44          | 18                     | 36          | 138     | 100     |
| Hourly Total % | 88.88888889                  | 11.11111111 | 22.80701754                    | 77.19298246 | 33.33333333            | 66.66666667 | INT PHF |         |
| PHF            | 1                            | 0.75        | 0.54                           | 0.92        | 0.56                   | 0.75        | 0.91    |         |

Weekday, Peak PM

|                | East Cherry Tree (Westbound) |        | South Cherry Tree (Northbound) |        | West 171st (Eastbound) |        | Total   | Total % |
|----------------|------------------------------|--------|--------------------------------|--------|------------------------|--------|---------|---------|
|                | Left                         | Thru   | Left                           | Right  | Thru                   | Right  |         |         |
| 4:45pm         | 16                           | 18     | 7                              | 25     | 9                      | 12     | 87      | 0.2423  |
| 5:00pm         | 21                           | 14     | 7                              | 35     | 11                     | 18     | 106     | 0.2953  |
| 5:15pm         | 20                           | 10     | 7                              | 28     | 11                     | 11     | 87      | 0.2423  |
| 5:30pm         | 19                           | 9      | 6                              | 27     | 9                      | 9      | 79      | 0.2201  |
| Hourly Total   | 76                           | 51     | 27                             | 115    | 40                     | 50     | 359     | 1       |
| Hourly Total % | 0.5984                       | 0.4016 | 0.1901                         | 0.8099 | 0.4444                 | 0.5556 | INT PHF |         |
| PHF            | 0.9                          | 0.71   | 0.96                           | 0.82   | 0.91                   | 0.69   | 0.85    |         |

153\_171st\_St\_Willowview\_Rd

Weekday, Peak AM

|                | North Willowview (Southbound) |        | East 171st (Westbound) |        | West 171st (Eastbound) |        | Total   | Total % |
|----------------|-------------------------------|--------|------------------------|--------|------------------------|--------|---------|---------|
|                | Left                          | Right  | Thru                   | Right  | Left                   | Thru   |         |         |
| 7:45am         | 1                             | 3      | 10                     | 7      | 2                      | 12     | 35      | 0.2365  |
| 8:00am         | 2                             | 3      | 14                     | 6      | 3                      | 10     | 38      | 0.2568  |
| 8:15am         | 2                             | 4      | 20                     | 5      | 4                      | 6      | 41      | 0.277   |
| 8:30am         | 2                             | 5      | 14                     | 3      | 6                      | 4      | 34      | 0.2297  |
| Hourly Total   | 7                             | 15     | 58                     | 21     | 15                     | 32     | 148     | 1       |
| Hourly Total % | 0.3182                        | 0.6818 | 0.7342                 | 0.2658 | 0.3191                 | 0.6809 | INT PHF |         |
| PHF            | 0.88                          | 0.75   | 0.72                   | 0.75   | 0.62                   | 0.67   | 0.90    |         |

Weekday, Peak PM

|                | North Willowview (Southbound) |        | East 171st (Westbound) |        | West 171st (Eastbound) |        | Total   | Total % |
|----------------|-------------------------------|--------|------------------------|--------|------------------------|--------|---------|---------|
|                | Left                          | Right  | Thru                   | Right  | Left                   | Thru   |         |         |
| 4:45pm         | 8                             | 4      | 24                     | 5      | 2                      | 19     | 62      | 0.249   |
| 5:00pm         | 9                             | 8      | 19                     | 6      | 1                      | 26     | 69      | 0.2771  |
| 5:15pm         | 8                             | 6      | 15                     | 5      | 1                      | 24     | 59      | 0.2369  |
| 5:30pm         | 9                             | 4      | 13                     | 5      | 2                      | 26     | 59      | 0.2369  |
| Hourly Total   | 34                            | 22     | 71                     | 21     | 6                      | 95     | 249     | 1       |
| Hourly Total % | 0.6071                        | 0.3929 | 0.7717                 | 0.2283 | 0.0594                 | 0.9406 | INT PHF |         |
| PHF            | 0.94                          | 0.69   | 0.74                   | 0.88   | 0.75                   | 0.91   | 0.90    |         |

154\_171st\_St\_Mill\_Creek\_Rd

Weekday, Peak AM

|                | North Mill (Southbound) |        | East 171st (Westbound) |        | South Mill (Northbound) |        | Total   | Total % |
|----------------|-------------------------|--------|------------------------|--------|-------------------------|--------|---------|---------|
|                | Left                    | Thru   | Left                   | Right  | Thru                    | Right  |         |         |
| 8:15am         | 0                       | 2      | 23                     | 4      | 8                       | 6      | 43      | 0.2161  |
| 8:30am         | 2                       | 2      | 30                     | 6      | 19                      | 8      | 67      | 0.3367  |
| 8:45am         | 3                       | 4      | 16                     | 5      | 10                      | 11     | 49      | 0.2462  |
| 9:00am         | 4                       | 6      | 10                     | 4      | 4                       | 12     | 40      | 0.201   |
| Hourly Total   | 9                       | 14     | 79                     | 19     | 41                      | 37     | 199     | 1       |
| Hourly Total % | 0.3913                  | 0.6087 | 0.8061                 | 0.1939 | 0.5256                  | 0.4744 | INT PHF |         |
| PHF            | 0.56                    | 0.58   | 0.66                   | 0.79   | 0.54                    | 0.77   | 0.74    |         |

Weekday, Peak PM

|                | North Mill (Southbound) |        | East 171st (Westbound) |        | South Mill (Northbound) |        | Total   | Total % |
|----------------|-------------------------|--------|------------------------|--------|-------------------------|--------|---------|---------|
|                | Left                    | Thru   | Left                   | Right  | Thru                    | Right  |         |         |
| 5:00pm         | 10                      | 7      | 35                     | 3      | 9                       | 14     | 78      | 0.2989  |
| 5:15pm         | 10                      | 8      | 17                     | 3      | 8                       | 19     | 65      | 0.249   |
| 5:30pm         | 8                       | 9      | 15                     | 3      | 7                       | 19     | 61      | 0.2337  |
| 5:45pm         | 7                       | 7      | 13                     | 2      | 11                      | 17     | 57      | 0.2184  |
| Hourly Total   | 35                      | 31     | 80                     | 11     | 35                      | 69     | 261     | 1       |
| Hourly Total % | 0.5303                  | 0.4697 | 0.8791                 | 0.1209 | 0.3365                  | 0.6635 | INT PHF |         |
| PHF            | 0.88                    | 0.86   | 0.57                   | 0.92   | 0.8                     | 0.91   | 0.84    |         |

155\_169th\_St\_Gray\_Rd

| Weekday, Peak AM |                         |        |        |                        |        |       |                         |        |        |                        |        |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|--------|-------|-------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Gray (Southbound) |        |        | East 169th (Westbound) |        |       | South Gray (Northbound) |        |        | West 169th (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru   | Right | Left                    | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:30am           | 1                       | 32     | 5      | 23                     | 33     | 3     | 4                       | 13     | 1      | 6                      | 9      | 4      | 134     | 0.2702  |
| 7:45am           | 2                       | 36     | 6      | 16                     | 19     | 2     | 4                       | 13     | 1      | 4                      | 10     | 3      | 116     | 0.2339  |
| 8:00am           | 2                       | 41     | 5      | 12                     | 20     | 2     | 6                       | 14     | 1      | 4                      | 11     | 3      | 121     | 0.244   |
| 8:15am           | 2                       | 49     | 7      | 7                      | 19     | 2     | 3                       | 17     | 1      | 4                      | 11     | 3      | 125     | 0.252   |
| Hourly Total     | 7                       | 158    | 23     | 58                     | 91     | 9     | 17                      | 57     | 4      | 18                     | 41     | 13     | 496     | 1       |
| Hourly Total %   | 0.0372                  | 0.8404 | 0.1223 | 0.3671                 | 0.5759 | 0.057 | 0.2179                  | 0.7308 | 0.0513 | 0.25                   | 0.5694 | 0.1806 | INT PHF |         |
| PHF              | 0.88                    | 0.81   | 0.82   | 0.63                   | 0.69   | 0.75  | 0.71                    | 0.84   | 1      | 0.75                   | 0.93   | 0.81   | 0.93    |         |

| Weekday, Peak PM |                         |        |        |                        |        |        |                         |        |        |                        |        |       |         |         |
|------------------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | North Gray (Southbound) |        |        | East 169th (Westbound) |        |        | South Gray (Northbound) |        |        | West 169th (Eastbound) |        |       | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 4:45pm           | 5                       | 33     | 7      | 5                      | 27     | 7      | 9                       | 51     | 10     | 13                     | 33     | 5     | 205     | 0.2359  |
| 5:00pm           | 5                       | 31     | 5      | 6                      | 24     | 8      | 10                      | 73     | 8      | 15                     | 29     | 5     | 219     | 0.252   |
| 5:15pm           | 5                       | 44     | 3      | 5                      | 33     | 10     | 7                       | 60     | 7      | 25                     | 35     | 5     | 239     | 0.275   |
| 5:30pm           | 7                       | 40     | 4      | 4                      | 20     | 9      | 5                       | 53     | 8      | 16                     | 36     | 4     | 206     | 0.2371  |
| Hourly Total     | 22                      | 148    | 19     | 20                     | 104    | 34     | 31                      | 237    | 33     | 69                     | 133    | 19    | 869     | 1       |
| Hourly Total %   | 0.1164                  | 0.7831 | 0.1005 | 0.1266                 | 0.6582 | 0.2152 | 0.103                   | 0.7874 | 0.1096 | 0.3122                 | 0.6018 | 0.086 | INT PHF |         |
| PHF              | 0.79                    | 0.84   | 0.68   | 0.83                   | 0.79   | 0.85   | 0.78                    | 0.81   | 0.82   | 0.69                   | 0.92   | 0.95  | 0.91    |         |



| Weekday, Peak AM |                          |        |        |                        |        |        |                          |        |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Hazel (Southbound) |        |        | East 169th (Westbound) |        |        | South Hazel (Northbound) |        |        | West 169th (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:00am           | 0                        | 196    | 5      | 7                      | 4      | 3      | 1                        | 79     | 7      | 21                     | 0      | 17     | 340     | 0.2363  |
| 7:15am           | 0                        | 172    | 10     | 6                      | 6      | 3      | 5                        | 98     | 8      | 15                     | 0      | 24     | 347     | 0.2411  |
| 7:30am           | 0                        | 189    | 16     | 4                      | 6      | 4      | 7                        | 127    | 5      | 13                     | 1      | 21     | 393     | 0.2731  |
| 7:45am           | 0                        | 188    | 11     | 5                      | 5      | 4      | 7                        | 95     | 5      | 13                     | 1      | 25     | 359     | 0.2495  |
| Hourly Total     | 0                        | 745    | 42     | 22                     | 21     | 14     | 20                       | 399    | 25     | 62                     | 2      | 87     | 1439    | 1       |
| Hourly Total %   | 0                        | 0.9466 | 0.0534 | 0.386                  | 0.3684 | 0.2456 | 0.045                    | 0.8986 | 0.0563 | 0.4106                 | 0.0132 | 0.5762 | INT PHF |         |
| PHF              | 0                        | 0.95   | 0.66   | 0.79                   | 0.88   | 0.88   | 0.71                     | 0.79   | 0.78   | 0.74                   | 0.5    | 0.87   | 0.92    |         |

| Weekday, Peak PM |                          |       |       |                        |        |        |                          |        |        |                        |       |       |         |         |
|------------------|--------------------------|-------|-------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|-------|-------|---------|---------|
|                  | North Hazel (Southbound) |       |       | East 169th (Westbound) |        |        | South Hazel (Northbound) |        |        | West 169th (Eastbound) |       |       | Total   | Total % |
|                  | Left                     | Thru  | Right | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru  | Right |         |         |
| 4:45pm           | 3                        | 150   | 14    | 11                     | 6      | 4      | 18                       | 286    | 5      | 23                     | 4     | 17    | 541     | 0.2451  |
| 5:00pm           | 3                        | 150   | 12    | 22                     | 7      | 5      | 25                       | 246    | 6      | 23                     | 6     | 18    | 523     | 0.237   |
| 5:15pm           | 2                        | 164   | 14    | 15                     | 6      | 4      | 34                       | 277    | 9      | 28                     | 9     | 19    | 581     | 0.2633  |
| 5:30pm           | 2                        | 189   | 13    | 9                      | 4      | 3      | 27                       | 252    | 10     | 19                     | 8     | 26    | 562     | 0.2546  |
| Hourly Total     | 10                       | 653   | 53    | 57                     | 23     | 16     | 104                      | 1061   | 30     | 93                     | 27    | 80    | 2207    | 1       |
| Hourly Total %   | 0.014                    | 0.912 | 0.074 | 0.5938                 | 0.2396 | 0.1667 | 0.087                    | 0.8879 | 0.0251 | 0.465                  | 0.135 | 0.4   | INT PHF |         |
| PHF              | 0.83                     | 0.86  | 0.95  | 0.65                   | 0.82   | 0.8    | 0.76                     | 0.93   | 0.75   | 0.83                   | 0.75  | 0.77  | 0.95    |         |

157\_169th\_St\_Mill\_Creek\_Rd

Weekday, Peak AM

|                | North Mill (Southbound) |       | South Mill (Northbound) |      | West 169th (Eastbound) |       | Total   | Total % |
|----------------|-------------------------|-------|-------------------------|------|------------------------|-------|---------|---------|
|                | Thru                    | Right | Left                    | Thru | Left                   | Right |         |         |
| 8:15am         | 7                       | 19    | 0                       | 6    | 7                      | 0     | 39      | 0.2203  |
| 8:30am         | 7                       | 29    | 0                       | 19   | 8                      | 0     | 63      | 0.3559  |
| 8:45am         | 7                       | 15    | 0                       | 8    | 12                     | 0     | 42      | 0.2373  |
| 9:00am         | 9                       | 8     | 0                       | 4    | 12                     | 0     | 33      | 0.1864  |
| Hourly Total   | 30                      | 71    | 0                       | 37   | 39                     | 0     | 177     | 1       |
| Hourly Total % | 0.297                   | 0.703 | 0                       | 1    | 1                      | 0     | INT PHF |         |
| PHF            | 0.83                    | 0.61  | 0                       | 0.49 | 0.81                   | 0     | 0.70    |         |

Weekday, Peak PM

|                | North Mill (Southbound) |        | South Mill (Northbound) |      | West 169th (Eastbound) |       | Total   | Total % |
|----------------|-------------------------|--------|-------------------------|------|------------------------|-------|---------|---------|
|                | Thru                    | Right  | Left                    | Thru | Left                   | Right |         |         |
| 5:00pm         | 10                      | 35     | 0                       | 9    | 12                     | 0     | 66      | 0.292   |
| 5:15pm         | 9                       | 19     | 0                       | 9    | 19                     | 1     | 57      | 0.2522  |
| 5:30pm         | 9                       | 15     | 0                       | 8    | 19                     | 1     | 52      | 0.2301  |
| 5:45pm         | 8                       | 13     | 0                       | 8    | 22                     | 0     | 51      | 0.2257  |
| Hourly Total   | 36                      | 82     | 0                       | 34   | 72                     | 2     | 226     | 1       |
| Hourly Total % | 0.3051                  | 0.6949 | 0                       | 1    | 0.973                  | 0.027 | INT PHF |         |
| PHF            | 0.9                     | 0.59   | 0                       | 0.94 | 0.82                   | 0.5   | 0.86    |         |

| Weekday, Peak AM |                         |           |           |                             |           |           |                         |          |           |                            |           |           |         |         |
|------------------|-------------------------|-----------|-----------|-----------------------------|-----------|-----------|-------------------------|----------|-----------|----------------------------|-----------|-----------|---------|---------|
|                  | North 10th (Southbound) |           |           | East Greenfield (Westbound) |           |           | South 10th (Northbound) |          |           | West Christian (Eastbound) |           |           | Total   | Total % |
|                  | Left                    | Thru      | Right     | Left                        | Thru      | Right     | Left                    | Thru     | Right     | Left                       | Thru      | Right     |         |         |
| 7:30am           | 18                      | 26        | 6         | 10                          | 94        | 63        | 1                       | 63       | 21        | 2                          | 47        | 10        | 361     | 26.642  |
| 7:45am           | 33                      | 21        | 4         | 8                           | 73        | 47        | 2                       | 63       | 19        | 4                          | 51        | 11        | 336     | 24.797  |
| 8:00am           | 21                      | 28        | 4         | 10                          | 63        | 32        | 3                       | 51       | 19        | 4                          | 102       | 7         | 344     | 25.387  |
| 8:15am           | 18                      | 30        | 3         | 21                          | 52        | 32        | 3                       | 50       | 17        | 3                          | 80        | 5         | 314     | 23.173  |
| Hourly Total     | 90                      | 105       | 17        | 49                          | 282       | 174       | 9                       | 227      | 76        | 13                         | 280       | 33        | 1355    | 100     |
| Hourly Total %   | 42.45283                | 49.528302 | 8.0188679 | 9.7029703                   | 55.841584 | 34.455446 | 2.8846154               | 72.75641 | 24.358974 | 3.9877301                  | 85.889571 | 10.122699 | INT PHF |         |
| PHF              | 0.68                    | 0.88      | 0.71      | 0.58                        | 0.75      | 0.69      | 0.75                    | 0.9      | 0.9       | 0.81                       | 0.69      | 0.75      | 0.94    |         |

| Weekday, Peak PM |                         |           |           |                             |           |           |                         |           |           |                            |           |           |         |         |
|------------------|-------------------------|-----------|-----------|-----------------------------|-----------|-----------|-------------------------|-----------|-----------|----------------------------|-----------|-----------|---------|---------|
|                  | North 10th (Southbound) |           |           | East Greenfield (Westbound) |           |           | South 10th (Northbound) |           |           | West Christian (Eastbound) |           |           | Total   | Total % |
|                  | Left                    | Thru      | Right     | Left                        | Thru      | Right     | Left                    | Thru      | Right     | Left                       | Thru      | Right     |         |         |
| 4:30pm           | 69                      | 35        | 7         | 16                          | 63        | 59        | 4                       | 117       | 40        | 3                          | 129       | 9         | 551     | 40.664  |
| 4:45pm           | 46                      | 36        | 8         | 17                          | 76        | 59        | 3                       | 95        | 50        | 3                          | 140       | 7         | 540     | 39.852  |
| 5:00pm           | 39                      | 32        | 7         | 18                          | 69        | 63        | 5                       | 93        | 60        | 3                          | 162       | 8         | 559     | 41.255  |
| 5:15pm           | 50                      | 27        | 6         | 16                          | 79        | 56        | 6                       | 94        | 46        | 2                          | 129       | 7         | 518     | 38.229  |
| Hourly Total     | 204                     | 130       | 28        | 67                          | 287       | 237       | 18                      | 399       | 196       | 11                         | 560       | 31        | 2168    | 160     |
| Hourly Total %   | 96.226415               | 61.320755 | 13.207547 | 13.267327                   | 56.831683 | 46.930693 | 5.7692308               | 127.88462 | 62.820513 | 3.3742331                  | 171.77914 | 9.5092025 | INT PHF |         |
| PHF              | 0.74                    | 0.9       | 0.88      | 0.93                        | 0.91      | 0.94      | 0.75                    | 0.85      | 0.82      | 0.92                       | 0.86      | 0.86      | 0.97    |         |

159\_Town\_And\_Country\_Blvd\_Union\_Chapel

**Weekday, Peak AM**

|                | North Union (Southbound) |        | South Union (Northbound) |        | West Town (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|--------|--------------------------|--------|-----------------------|--------|---------|---------|
|                | Thru                     | Right  | Left                     | Thru   | Left                  | Right  |         |         |
| 7:30am         | 45                       | 16     | 19                       | 109    | 1                     | 16     | 206     | 0.2608  |
| 7:45am         | 57                       | 22     | 23                       | 102    | 3                     | 10     | 217     | 0.2747  |
| 8:00am         | 64                       | 21     | 20                       | 61     | 5                     | 10     | 181     | 0.2291  |
| 8:15am         | 39                       | 14     | 26                       | 87     | 3                     | 17     | 186     | 0.2354  |
| Hourly Total   | 205                      | 73     | 88                       | 359    | 12                    | 53     | 790     | 1       |
| Hourly Total % | 0.7374                   | 0.2626 | 0.1969                   | 0.8031 | 0.1846                | 0.8154 | INT PHF |         |
| PHF            | 0.8                      | 0.83   | 0.85                     | 0.82   | 0.6                   | 0.78   | 0.91    |         |

**Weekday, Peak PM**

|                | North Union (Southbound) |        | South Union (Northbound) |       | West Town (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|--------|--------------------------|-------|-----------------------|--------|---------|---------|
|                | Thru                     | Right  | Left                     | Thru  | Left                  | Right  |         |         |
| 4:45pm         | 92                       | 10     | 36                       | 103   | 19                    | 49     | 309     | 0.2332  |
| 5:00pm         | 100                      | 10     | 37                       | 114   | 34                    | 54     | 349     | 0.2634  |
| 5:15pm         | 85                       | 11     | 38                       | 135   | 23                    | 53     | 345     | 0.2604  |
| 5:30pm         | 103                      | 10     | 44                       | 96    | 22                    | 47     | 322     | 0.243   |
| Hourly Total   | 380                      | 41     | 155                      | 448   | 98                    | 203    | 1325    | 1       |
| Hourly Total % | 0.9026                   | 0.0974 | 0.257                    | 0.743 | 0.3256                | 0.6744 | INT PHF |         |
| PHF            | 0.92                     | 0.93   | 0.88                     | 0.83  | 0.72                  | 0.94   | 0.95    |         |

| Weekday, Peak AM |                |                               |      |       |                        |        |       |                               |        |        |                        |        |        |         |         |
|------------------|----------------|-------------------------------|------|-------|------------------------|--------|-------|-------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  |                | North Middletown (Southbound) |      |       | East SR 38 (Westbound) |        |       | South Middletown (Northbound) |        |        | West SR 38 (Eastbound) |        |        | Total   | Total % |
|                  |                | Left                          | Thru | Right | Left                   | Thru   | Right | Left                          | Thru   | Right  | Left                   | Thru   | Right  |         |         |
|                  | 7:15am         | 0                             | 20   | 20    | 6                      | 133    | 0     | 4                             | 9      | 5      | 2                      | 68     | 23     | 290     | 0.2298  |
|                  | 7:30am         | 0                             | 19   | 19    | 6                      | 165    | 0     | 4                             | 10     | 6      | 6                      | 58     | 37     | 330     | 0.2615  |
|                  | 7:45am         | 0                             | 28   | 20    | 9                      | 153    | 0     | 7                             | 8      | 4      | 16                     | 78     | 39     | 362     | 0.2868  |
|                  | 8:00am         | 0                             | 22   | 30    | 8                      | 98     | 0     | 7                             | 6      | 2      | 11                     | 73     | 23     | 280     | 0.2219  |
|                  | Hourly Total   | 0                             | 89   | 89    | 29                     | 549    | 0     | 22                            | 33     | 17     | 35                     | 277    | 122    | 1262    | 1       |
|                  | Hourly Total % | 0                             | 0.5  | 0.5   | 0.0502                 | 0.9498 | 0     | 0.3056                        | 0.4583 | 0.2361 | 0.0806                 | 0.6382 | 0.2811 | INT PHF |         |
|                  | PHF            | 0                             | 0.79 | 0.74  | 0.81                   | 0.83   | 0     | 0.79                          | 0.82   | 0.71   | 0.55                   | 0.89   | 0.78   | 0.87    |         |

| Weekday, Peak PM |                |                               |        |        |                        |        |        |                               |        |        |                        |        |       |         |         |
|------------------|----------------|-------------------------------|--------|--------|------------------------|--------|--------|-------------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  |                | North Middletown (Southbound) |        |        | East SR 38 (Westbound) |        |        | South Middletown (Northbound) |        |        | West SR 38 (Eastbound) |        |       | Total   | Total % |
|                  |                | Left                          | Thru   | Right  | Left                   | Thru   | Right  | Left                          | Thru   | Right  | Left                   | Thru   | Right |         |         |
|                  | 4:30pm         | 0                             | 17     | 18     | 13                     | 103    | 0      | 20                            | 23     | 7      | 39                     | 179    | 20    | 439     | 0.2483  |
|                  | 4:45pm         | 0                             | 16     | 17     | 16                     | 110    | 1      | 23                            | 33     | 6      | 43                     | 144    | 32    | 441     | 0.2494  |
|                  | 5:00pm         | 0                             | 18     | 14     | 20                     | 108    | 0      | 19                            | 25     | 5      | 52                     | 138    | 40    | 439     | 0.2483  |
|                  | 5:15pm         | 0                             | 19     | 20     | 30                     | 129    | 0      | 21                            | 30     | 6      | 42                     | 118    | 34    | 449     | 0.254   |
|                  | Hourly Total   | 0                             | 70     | 69     | 79                     | 450    | 1      | 83                            | 111    | 24     | 176                    | 579    | 126   | 1768    | 1       |
|                  | Hourly Total % | 0                             | 0.5036 | 0.4964 | 0.1491                 | 0.8491 | 0.0019 | 0.3807                        | 0.5092 | 0.1101 | 0.1998                 | 0.6572 | 0.143 | INT PHF |         |
|                  | PHF            | 0                             | 0.92   | 0.86   | 0.66                   | 0.87   | 0.25   | 0.9                           | 0.84   | 0.86   | 0.85                   | 0.81   | 0.79  | 0.98    |         |

161\_SR\_38\_Mystic\_Rd

Weekday, Peak AM

|                | North Mystic (Southbound) |       | East SR 38 (Westbound) |       | West SR 38 (Eastbound) |      | Total   | Total % |
|----------------|---------------------------|-------|------------------------|-------|------------------------|------|---------|---------|
|                | Left                      | Right | Thru                   | Right | Left                   | Thru |         |         |
| 7:15am         | 0                         | 0     | 139                    | 0     | 0                      | 71   | 210     | 0.2524  |
| 7:30am         | 0                         | 0     | 161                    | 0     | 0                      | 61   | 222     | 0.2668  |
| 7:45am         | 1                         | 0     | 150                    | 0     | 0                      | 75   | 226     | 0.2716  |
| 8:00am         | 2                         | 0     | 97                     | 0     | 0                      | 75   | 174     | 0.2091  |
| Hourly Total   | 3                         | 0     | 547                    | 0     | 0                      | 282  | 832     | 1       |
| Hourly Total % | 1                         | 0     | 1                      | 0     | 0                      | 1    | INT PHF |         |
| PHF            | 0.38                      | 0     | 0.85                   | 0     | 0                      | 0.94 | 0.92    |         |

Weekday, Peak PM

|                | North Mystic (Southbound) |        | East SR 38 (Westbound) |       | West SR 38 (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|--------|------------------------|-------|------------------------|--------|---------|---------|
|                | Left                      | Right  | Thru                   | Right | Left                   | Thru   |         |         |
| 4:30pm         | 2                         | 1      | 110                    | 2     | 1                      | 174    | 290     | 0.2663  |
| 4:45pm         | 3                         | 3      | 113                    | 1     | 1                      | 145    | 266     | 0.2443  |
| 5:00pm         | 2                         | 2      | 124                    | 1     | 1                      | 135    | 265     | 0.2433  |
| 5:15pm         | 1                         | 1      | 147                    | 1     | 0                      | 118    | 268     | 0.2461  |
| Hourly Total   | 8                         | 7      | 494                    | 5     | 3                      | 572    | 1089    | 1       |
| Hourly Total % | 0.5333                    | 0.4667 | 0.99                   | 0.01  | 0.0052                 | 0.9948 | INT PHF |         |
| PHF            | 0.67                      | 0.58   | 0.84                   | 0.62  | 0.75                   | 0.82   | 0.94    |         |

162\_SR\_38\_Olio\_Rd

Weekday, Peak AM

|                | East SR 38 (Westbound) |        | South Olio (Northbound) |       | West SR 38 (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|-------------------------|-------|------------------------|--------|---------|---------|
|                | Left                   | Thru   | Left                    | Right | Thru                   | Right  |         |         |
| 7:15am         | 5                      | 101    | 45                      | 13    | 35                     | 39     | 238     | 0.2559  |
| 7:30am         | 11                     | 138    | 33                      | 11    | 48                     | 16     | 257     | 0.2763  |
| 7:45am         | 11                     | 98     | 53                      | 9     | 52                     | 21     | 244     | 0.2624  |
| 8:00am         | 8                      | 68     | 31                      | 7     | 52                     | 25     | 191     | 0.2054  |
| Hourly Total   | 35                     | 405    | 162                     | 40    | 187                    | 101    | 930     | 1       |
| Hourly Total % | 0.0795                 | 0.9205 | 0.802                   | 0.198 | 0.6493                 | 0.3507 | INT PHF |         |
| PHF            | 0.8                    | 0.73   | 0.76                    | 0.77  | 0.9                    | 0.65   | 0.90    |         |

Weekday, Peak PM

|                | East SR 38 (Westbound) |        | South Olio (Northbound) |        | West SR 38 (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|-------------------------|--------|------------------------|--------|---------|---------|
|                | Left                   | Thru   | Left                    | Right  | Thru                   | Right  |         |         |
| 4:30pm         | 5                      | 82     | 34                      | 15     | 142                    | 34     | 312     | 0.2596  |
| 4:45pm         | 9                      | 76     | 39                      | 17     | 121                    | 32     | 294     | 0.2446  |
| 5:00pm         | 11                     | 91     | 40                      | 17     | 99                     | 43     | 301     | 0.2504  |
| 5:15pm         | 10                     | 113    | 39                      | 13     | 81                     | 39     | 295     | 0.2454  |
| Hourly Total   | 35                     | 362    | 152                     | 62     | 443                    | 148    | 1202    | 1       |
| Hourly Total % | 0.0882                 | 0.9118 | 0.7103                  | 0.2897 | 0.7496                 | 0.2504 | INT PHF |         |
| PHF            | 0.8                    | 0.8    | 0.95                    | 0.91   | 0.78                   | 0.86   | 0.96    |         |

| Weekday, Peak AM |                           |        |        |                        |        |       |                           |        |        |                        |        |       |         |         |
|------------------|---------------------------|--------|--------|------------------------|--------|-------|---------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | North Durbin (Southbound) |        |        | East SR 38 (Westbound) |        |       | South Durbin (Northbound) |        |        | West SR 38 (Eastbound) |        |       | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                   | Thru   | Right | Left                      | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 7:15am           | 0                         | 4      | 4      | 0                      | 96     | 0     | 0                         | 2      | 3      | 4                      | 40     | 0     | 153     | 0.2273  |
| 7:30am           | 0                         | 3      | 6      | 0                      | 144    | 0     | 0                         | 1      | 4      | 5                      | 55     | 0     | 218     | 0.3239  |
| 7:45am           | 0                         | 1      | 5      | 1                      | 101    | 0     | 0                         | 0      | 2      | 3                      | 56     | 0     | 169     | 0.2511  |
| 8:00am           | 1                         | 1      | 4      | 0                      | 68     | 0     | 0                         | 0      | 1      | 3                      | 55     | 0     | 133     | 0.1976  |
| Hourly Total     | 1                         | 9      | 19     | 1                      | 409    | 0     | 0                         | 3      | 10     | 15                     | 206    | 0     | 673     | 1       |
| Hourly Total %   | 0.0345                    | 0.3103 | 0.6552 | 0.0024                 | 0.9976 | 0     | 0                         | 0.2308 | 0.7692 | 0.0679                 | 0.9321 | 0     | INT PHF |         |
| PHF              | 0.25                      | 0.56   | 0.79   | 0.25                   | 0.71   | 0     | 0                         | 0.38   | 0.62   | 0.75                   | 0.92   | 0     | 0.77    |         |

| Weekday, Peak PM |                           |        |        |                        |      |       |                           |        |        |                        |        |       |         |         |
|------------------|---------------------------|--------|--------|------------------------|------|-------|---------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | North Durbin (Southbound) |        |        | East SR 38 (Westbound) |      |       | South Durbin (Northbound) |        |        | West SR 38 (Eastbound) |        |       | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                   | Thru | Right | Left                      | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 4:30pm           | 0                         | 2      | 3      | 0                      | 88   | 0     | 0                         | 3      | 3      | 7                      | 142    | 0     | 248     | 0.263   |
| 4:45pm           | 0                         | 1      | 4      | 0                      | 81   | 0     | 0                         | 6      | 5      | 8                      | 131    | 0     | 236     | 0.2503  |
| 5:00pm           | 0                         | 1      | 4      | 0                      | 94   | 0     | 0                         | 9      | 4      | 9                      | 109    | 0     | 230     | 0.2439  |
| 5:15pm           | 0                         | 1      | 5      | 0                      | 117  | 0     | 0                         | 6      | 3      | 8                      | 89     | 0     | 229     | 0.2428  |
| Hourly Total     | 0                         | 5      | 16     | 0                      | 380  | 0     | 0                         | 24     | 15     | 32                     | 471    | 0     | 943     | 1       |
| Hourly Total %   | 0                         | 0.2381 | 0.7619 | 0                      | 1    | 0     | 0                         | 0.6154 | 0.3846 | 0.0636                 | 0.9364 | 0     | INT PHF |         |
| PHF              | 0                         | 0.62   | 0.8    | 0                      | 0.81 | 0     | 0                         | 0.67   | 0.75   | 0.89                   | 0.83   | 0     | 0.95    |         |



166\_SR\_38\_Prairie\_Baptist\_Rd

| Weekday, Peak AM |                            |        |       |                        |       |        |                            |      |       |                        |        |       |         |         |
|------------------|----------------------------|--------|-------|------------------------|-------|--------|----------------------------|------|-------|------------------------|--------|-------|---------|---------|
|                  | North Prairie (Southbound) |        |       | East SR 38 (Westbound) |       |        | South Prairie (Northbound) |      |       | West SR 38 (Eastbound) |        |       | Total   | Total % |
|                  | Left                       | Thru   | Right | Left                   | Thru  | Right  | Left                       | Thru | Right | Left                   | Thru   | Right |         |         |
| 6:45am           | 1                          | 30     | 1     | 1                      | 90    | 4      | 0                          | 8    | 0     | 2                      | 50     | 0     | 187     | 0.2364  |
| 7:00am           | 2                          | 18     | 0     | 2                      | 82    | 7      | 0                          | 8    | 0     | 1                      | 36     | 0     | 156     | 0.1972  |
| 7:15am           | 5                          | 18     | 0     | 2                      | 100   | 4      | 0                          | 17   | 0     | 0                      | 42     | 0     | 188     | 0.2377  |
| 7:30am           | 4                          | 31     | 1     | 1                      | 147   | 2      | 0                          | 10   | 0     | 0                      | 64     | 0     | 260     | 0.3287  |
| Hourly Total     | 12                         | 97     | 2     | 6                      | 419   | 17     | 0                          | 43   | 0     | 3                      | 192    | 0     | 791     | 1       |
| Hourly Total %   | 0.1081                     | 0.8739 | 0.018 | 0.0136                 | 0.948 | 0.0385 | 0                          | 1    | 0     | 0.0154                 | 0.9846 | 0     | INT PHF |         |
| PHF              | 0.6                        | 0.78   | 0.5   | 0.75                   | 0.71  | 0.61   | 0                          | 0.63 | 0     | 0.38                   | 0.75   | 0     | 0.76    |         |

| Weekday, Peak PM |                            |        |        |                        |        |       |                            |        |        |                        |        |       |         |         |
|------------------|----------------------------|--------|--------|------------------------|--------|-------|----------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | North Prairie (Southbound) |        |        | East SR 38 (Westbound) |        |       | South Prairie (Northbound) |        |        | West SR 38 (Eastbound) |        |       | Total   | Total % |
|                  | Left                       | Thru   | Right  | Left                   | Thru   | Right | Left                       | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 4:30pm           | 2                          | 13     | 1      | 0                      | 86     | 2     | 0                          | 64     | 1      | 3                      | 138    | 1     | 311     | 0.2772  |
| 4:45pm           | 1                          | 18     | 1      | 0                      | 82     | 3     | 0                          | 41     | 1      | 4                      | 135    | 0     | 286     | 0.2549  |
| 5:00pm           | 3                          | 14     | 3      | 0                      | 95     | 4     | 0                          | 29     | 2      | 4                      | 109    | 0     | 263     | 0.2344  |
| 5:15pm           | 6                          | 20     | 3      | 1                      | 111    | 3     | 0                          | 22     | 1      | 3                      | 92     | 0     | 262     | 0.2335  |
| Hourly Total     | 12                         | 65     | 8      | 1                      | 374    | 12    | 0                          | 156    | 5      | 14                     | 474    | 1     | 1122    | 1       |
| Hourly Total %   | 0.1412                     | 0.7647 | 0.0941 | 0.0026                 | 0.9664 | 0.031 | 0                          | 0.9689 | 0.0311 | 0.0286                 | 0.9693 | 0.002 | INT PHF |         |
| PHF              | 0.5                        | 0.81   | 0.67   | 0.25                   | 0.84   | 0.75  | 0                          | 0.61   | 0.62   | 0.88                   | 0.86   | 0.25  | 0.90    |         |

167\_166th\_St\_Olio\_Rd

| Weekday, Peak AM |                         |       |       |                        |        |       |                         |        |        |                        |        |       |         |         |
|------------------|-------------------------|-------|-------|------------------------|--------|-------|-------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | North Olio (Southbound) |       |       | East 166th (Westbound) |        |       | South Olio (Northbound) |        |        | West 166th (Eastbound) |        |       | Total   | Total % |
|                  | Left                    | Thru  | Right | Left                   | Thru   | Right | Left                    | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 7:15am           | 0                       | 43    | 0     | 4                      | 1      | 0     | 6                       | 53     | 2      | 5                      | 5      | 8     | 127     | 0.2893  |
| 7:30am           | 0                       | 29    | 1     | 4                      | 1      | 0     | 8                       | 46     | 0      | 5                      | 5      | 9     | 108     | 0.246   |
| 7:45am           | 0                       | 29    | 3     | 2                      | 1      | 0     | 8                       | 57     | 0      | 4                      | 3      | 7     | 114     | 0.2597  |
| 8:00am           | 0                       | 29    | 1     | 1                      | 1      | 0     | 8                       | 37     | 0      | 3                      | 2      | 8     | 90      | 0.205   |
| Hourly Total     | 0                       | 130   | 5     | 11                     | 4      | 0     | 30                      | 193    | 2      | 17                     | 15     | 32    | 439     | 1       |
| Hourly Total %   | 0                       | 0.963 | 0.037 | 0.7333                 | 0.2667 | 0     | 0.1333                  | 0.8578 | 0.0089 | 0.2656                 | 0.2344 | 0.5   | INT PHF |         |
| PHF              | 0                       | 0.76  | 0.42  | 0.69                   | 1      | 0     | 0.94                    | 0.85   | 0.25   | 0.85                   | 0.75   | 0.89  | 0.86    |         |

| Weekday, Peak PM |                         |        |        |                        |      |       |                         |        |       |                        |        |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|------|-------|-------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | North Olio (Southbound) |        |        | East 166th (Westbound) |      |       | South Olio (Northbound) |        |       | West 166th (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru | Right | Left                    | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 0                       | 38     | 1      | 2                      | 0    | 0     | 16                      | 49     | 3     | 2                      | 7      | 9      | 127     | 0.2216  |
| 4:45pm           | 0                       | 42     | 1      | 2                      | 1    | 0     | 14                      | 56     | 5     | 1                      | 10     | 12     | 144     | 0.2513  |
| 5:00pm           | 0                       | 54     | 2      | 1                      | 1    | 0     | 15                      | 56     | 6     | 2                      | 11     | 11     | 159     | 0.2775  |
| 5:15pm           | 0                       | 47     | 2      | 1                      | 0    | 0     | 16                      | 54     | 3     | 1                      | 8      | 11     | 143     | 0.2496  |
| Hourly Total     | 0                       | 181    | 6      | 6                      | 2    | 0     | 61                      | 215    | 17    | 6                      | 36     | 43     | 573     | 1       |
| Hourly Total %   | 0                       | 0.9679 | 0.0321 | 0.75                   | 0.25 | 0     | 0.2082                  | 0.7338 | 0.058 | 0.0706                 | 0.4235 | 0.5059 | INT PHF |         |
| PHF              | 0                       | 0.84   | 0.75   | 0.75                   | 0.5  | 0     | 0.95                    | 0.96   | 0.71  | 0.75                   | 0.82   | 0.9    | 0.90    |         |

168\_166th\_St\_Boden\_Rd

|  |                | Weekday, Peak AM         |       |       |                        |      |       |                          |        |        |                        |        |       |       |        |         |  |
|--|----------------|--------------------------|-------|-------|------------------------|------|-------|--------------------------|--------|--------|------------------------|--------|-------|-------|--------|---------|--|
|  |                | North Boden (Southbound) |       |       | East 166th (Westbound) |      |       | South Boden (Northbound) |        |        | West 166th (Eastbound) |        |       | Total |        | Total % |  |
|  |                | Left                     | Thru  | Right | Left                   | Thru | Right | Left                     | Thru   | Right  | Left                   | Thru   | Right |       |        |         |  |
|  | 7:15am         | 0                        | 39    | 10    | 0                      | 6    | 0     | 6                        | 18     | 1      | 5                      | 21     | 9     | 115   | 0.2259 |         |  |
|  | 7:30am         | 0                        | 53    | 10    | 0                      | 9    | 0     | 9                        | 16     | 0      | 6                      | 20     | 11    | 134   | 0.2633 |         |  |
|  | 7:45am         | 0                        | 60    | 17    | 0                      | 15   | 0     | 7                        | 14     | 0      | 4                      | 14     | 16    | 147   | 0.2888 |         |  |
|  | 8:00am         | 0                        | 39    | 15    | 0                      | 11   | 0     | 6                        | 13     | 0      | 3                      | 13     | 13    | 113   | 0.222  |         |  |
|  | Hourly Total   | 0                        | 191   | 52    | 0                      | 41   | 0     | 28                       | 61     | 1      | 18                     | 68     | 49    | 509   | 1      |         |  |
|  | Hourly Total % | 0                        | 0.786 | 0.214 | 0                      | 1    | 0     | 0.3111                   | 0.6778 | 0.0111 | 0.1333                 | 0.5037 | 0.363 |       |        | INT PHF |  |
|  | PHF            | 0                        | 0.8   | 0.76  | 0                      | 0.68 | 0     | 0.78                     | 0.85   | 0.25   | 0.75                   | 0.81   | 0.77  |       |        | 0.87    |  |

| Weekday, Peak PM |                          |        |        |                        |        |       |                          |       |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|-------|--------------------------|-------|--------|------------------------|--------|--------|---------|---------|
|                  | North Boden (Southbound) |        |        | East 166th (Westbound) |        |       | South Boden (Northbound) |       |        | West 166th (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right | Left                     | Thru  | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 0                        | 53     | 12     | 1                      | 10     | 0     | 19                       | 49    | 0      | 10                     | 22     | 25     | 201     | 0.2384  |
| 5:00pm           | 0                        | 63     | 17     | 1                      | 12     | 0     | 25                       | 41    | 1      | 11                     | 28     | 22     | 221     | 0.2622  |
| 5:15pm           | 0                        | 57     | 30     | 1                      | 15     | 0     | 20                       | 48    | 0      | 11                     | 17     | 28     | 227     | 0.2693  |
| 5:30pm           | 0                        | 57     | 16     | 0                      | 15     | 0     | 17                       | 42    | 0      | 10                     | 16     | 21     | 194     | 0.2301  |
| Hourly Total     | 0                        | 230    | 75     | 3                      | 52     | 0     | 81                       | 180   | 1      | 42                     | 83     | 96     | 843     | 1       |
| Hourly Total %   | 0                        | 0.7541 | 0.2459 | 0.0545                 | 0.9455 | 0     | 0.3092                   | 0.687 | 0.0038 | 0.19                   | 0.3756 | 0.4344 | INT PHF |         |
| PHF              | 0                        | 0.91   | 0.62   | 0.75                   | 0.87   | 0     | 0.81                     | 0.92  | 0.25   | 0.95                   | 0.74   | 0.86   | 0.93    |         |

| Weekday, Peak AM |                                |         |         |                        |           |           |                           |         |          |                        |           |           |       |         |
|------------------|--------------------------------|---------|---------|------------------------|-----------|-----------|---------------------------|---------|----------|------------------------|-----------|-----------|-------|---------|
|                  | North Golf Course (Southbound) |         |         | East 166th (Westbound) |           |           | South Summer (Northbound) |         |          | West 166th (Eastbound) |           |           | Total | Total % |
|                  | Left                           | Thru    | Right   | Left                   | Thru      | Right     | Left                      | Thru    | Right    | Left                   | Thru      | Right     |       |         |
| 7:30am           | 0                              | 0       | 0       | 2                      | 30        | 1         | 30                        | 0       | 7        | 0                      | 28        | 2         | 100   | 28.49   |
| 7:45am           | 0                              | 0       | 0       | 4                      | 39        | 2         | 24                        | 0       | 4        | 0                      | 20        | 3         | 96    | 27.35   |
| 8:00am           | 0                              | 0       | 0       | 4                      | 28        | 3         | 12                        | 0       | 3        | 0                      | 23        | 7         | 80    | 22.792  |
| 8:15am           | 0                              | 0       | 0       | 2                      | 26        | 4         | 10                        | 0       | 3        | 1                      | 19        | 10        | 75    | 21.368  |
| Hourly Total     | 0                              | 0       | 0       | 12                     | 123       | 10        | 76                        | 0       | 17       | 1                      | 90        | 22        | 351   | 100     |
| Hourly Total %   | #DIV/0!                        | #DIV/0! | #DIV/0! | 8.2758621              | 84.827586 | 6.8965517 | 81.72043                  | 0       | 18.27957 | 0.8849558              | 79.646018 | 19.469027 | INT   | PHF     |
| PHF              | #DIV/0!                        | #DIV/0! | #DIV/0! | 0.75                   | 0.79      | 0.63      | 0.63                      | #DIV/0! | 0.61     | 0.25                   | 0.8       | 0.55      | 0.88  |         |

| Weekday, Peak PM |                                |       |        |                        |        |        |                           |        |        |                        |        |        |       |         |
|------------------|--------------------------------|-------|--------|------------------------|--------|--------|---------------------------|--------|--------|------------------------|--------|--------|-------|---------|
|                  | North Golf Course (Southbound) |       |        | East 166th (Westbound) |        |        | South Summer (Northbound) |        |        | West 166th (Eastbound) |        |        | Total | Total % |
|                  | Left                           | Thru  | Right  | Left                   | Thru   | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right  |       |         |
| 4:45pm           | 2                              | 1     | 5      | 5                      | 28     | 2      | 19                        | 1      | 6      | 5                      | 57     | 28     | 159   | 0.2311  |
| 5:00pm           | 2                              | 1     | 4      | 7                      | 42     | 2      | 24                        | 1      | 6      | 4                      | 53     | 37     | 183   | 0.266   |
| 5:15pm           | 2                              | 1     | 5      | 7                      | 49     | 1      | 32                        | 1      | 6      | 6                      | 44     | 31     | 185   | 0.2689  |
| 5:30pm           | 2                              | 1     | 5      | 6                      | 33     | 1      | 34                        | 1      | 3      | 5                      | 38     | 32     | 161   | 0.234   |
| Hourly Total     | 8                              | 4     | 19     | 25                     | 152    | 6      | 109                       | 4      | 21     | 20                     | 192    | 128    | 688   | 1       |
| Hourly Total %   | 0.2581                         | 0.129 | 0.6129 | 0.1366                 | 0.8306 | 0.0328 | 0.8134                    | 0.0299 | 0.1567 | 0.0588                 | 0.5647 | 0.3765 | INT   | PHF     |
| PHF              | 1                              | 1     | 0.95   | 0.89                   | 0.78   | 0.75   | 0.8                       | 1      | 0.88   | 0.83                   | 0.84   | 0.86   | 0.93  |         |

| Weekday, Peak AM |                          |        |        |                        |       |        |                          |        |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|-------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Union (Southbound) |        |        | East 166th (Westbound) |       |        | South Union (Northbound) |        |        | West 166th (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru  | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:30am           | 13                       | 43     | 4      | 4                      | 17    | 50     | 5                        | 76     | 2      | 2                      | 8      | 0      | 224     | 0.2534  |
| 7:45am           | 14                       | 48     | 6      | 5                      | 29    | 59     | 8                        | 63     | 1      | 3                      | 9      | 1      | 246     | 0.2783  |
| 8:00am           | 27                       | 35     | 8      | 5                      | 16    | 27     | 10                       | 50     | 2      | 4                      | 9      | 2      | 195     | 0.2206  |
| 8:15am           | 22                       | 31     | 5      | 4                      | 18    | 30     | 11                       | 76     | 3      | 6                      | 10     | 3      | 219     | 0.2477  |
| Hourly Total     | 76                       | 157    | 23     | 18                     | 80    | 166    | 34                       | 265    | 8      | 15                     | 36     | 6      | 884     | 1       |
| Hourly Total %   | 0.2969                   | 0.6133 | 0.0898 | 0.0682                 | 0.303 | 0.6288 | 0.1107                   | 0.8632 | 0.0261 | 0.2632                 | 0.6316 | 0.1053 | INT PHF | 0.90    |
| PHF              | 0.7                      | 0.82   | 0.72   | 0.9                    | 0.69  | 0.7    | 0.77                     | 0.87   | 0.67   | 0.62                   | 0.9    | 0.5    |         |         |

| Weekday, Peak PM |                          |        |        |                        |        |        |                          |        |       |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | North Union (Southbound) |        |        | East 166th (Westbound) |        |        | South Union (Northbound) |        |       | West 166th (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 50                       | 92     | 3      | 7                      | 13     | 45     | 10                       | 92     | 24    | 6                      | 22     | 13     | 377     | 0.2388  |
| 5:00pm           | 64                       | 86     | 4      | 6                      | 16     | 51     | 9                        | 93     | 16    | 11                     | 27     | 13     | 396     | 0.2508  |
| 5:15pm           | 49                       | 85     | 6      | 8                      | 35     | 52     | 9                        | 103    | 19    | 16                     | 24     | 16     | 422     | 0.2673  |
| 5:30pm           | 50                       | 98     | 5      | 7                      | 22     | 51     | 9                        | 88     | 15    | 6                      | 23     | 10     | 384     | 0.2432  |
| Hourly Total     | 213                      | 361    | 18     | 28                     | 86     | 199    | 37                       | 376    | 74    | 39                     | 96     | 52     | 1579    | 1       |
| Hourly Total %   | 0.3598                   | 0.6098 | 0.0304 | 0.0895                 | 0.2748 | 0.6358 | 0.076                    | 0.7721 | 0.152 | 0.2086                 | 0.5134 | 0.2781 | INT PHF |         |
| PHF              | 0.83                     | 0.92   | 0.75   | 0.88                   | 0.61   | 0.96   | 0.93                     | 0.91   | 0.77  | 0.61                   | 0.89   | 0.81   | 0.94    |         |

171\_166th\_St\_Cumberland\_Rd

Weekday, Peak AM

|                | North Cumberland (Southbound) |             | East 166th (Westbound) |             | South Cumberland (Northbound) |             | Total   | Total % |
|----------------|-------------------------------|-------------|------------------------|-------------|-------------------------------|-------------|---------|---------|
|                | Left                          | Thru        | Left                   | Right       | Thru                          | Right       |         |         |
| 8:00am         | 5                             | 16          | 25                     | 19          | 15                            | 6           | 86      | 22.632  |
| 8:15am         | 7                             | 14          | 18                     | 31          | 16                            | 7           | 93      | 24.474  |
| 8:30am         | 9                             | 13          | 16                     | 21          | 23                            | 7           | 89      | 23.421  |
| 8:45am         | 13                            | 14          | 17                     | 26          | 34                            | 8           | 112     | 29.474  |
| Hourly Total   | 34                            | 57          | 76                     | 97          | 88                            | 28          | 380     | 100     |
| Hourly Total % | 37.36263736                   | 62.63736264 | 43.93063584            | 56.06936416 | 75.86206897                   | 24.13793103 | INT PHF |         |
| PHF            | 0.65                          | 0.89        | 0.76                   | 0.78        | 0.65                          | 0.88        | 0.85    |         |

Weekday, Peak PM

|                | North Cumberland (Southbound) |        | East 166th (Westbound) |        | South Cumberland (Northbound) |        | Total   | Total % |
|----------------|-------------------------------|--------|------------------------|--------|-------------------------------|--------|---------|---------|
|                | Left                          | Thru   | Left                   | Right  | Thru                          | Right  |         |         |
| 4:30pm         | 33                            | 36     | 11                     | 23     | 44                            | 24     | 171     | 0.2478  |
| 4:45pm         | 29                            | 35     | 11                     | 23     | 48                            | 18     | 164     | 0.2377  |
| 5:00pm         | 33                            | 38     | 10                     | 20     | 42                            | 26     | 169     | 0.2449  |
| 5:15pm         | 35                            | 33     | 14                     | 39     | 36                            | 29     | 186     | 0.2696  |
| Hourly Total   | 130                           | 142    | 46                     | 105    | 170                           | 97     | 690     | 1       |
| Hourly Total % | 0.4779                        | 0.5221 | 0.3046                 | 0.6954 | 0.6367                        | 0.3633 | INT PHF |         |
| PHF            | 0.93                          | 0.93   | 0.82                   | 0.67   | 0.89                          | 0.84   | 0.93    |         |

172\_Greenfield\_Ave\_16th\_St

Weekday, Peak AM

|                | North 16th (Southbound) |        | East Greenfield (Westbound) |        | West Greenfield (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|--------|-----------------------------|--------|-----------------------------|--------|---------|---------|
|                | Left                    | Right  | Thru                        | Right  | Left                        | Right  |         |         |
| 7:30am         | 12                      | 23     | 141                         | 11     | 15                          | 64     | 266     | 0.2644  |
| 7:45am         | 9                       | 13     | 115                         | 13     | 15                          | 79     | 244     | 0.2425  |
| 8:00am         | 7                       | 11     | 100                         | 19     | 16                          | 113    | 266     | 0.2644  |
| 8:15am         | 7                       | 13     | 78                          | 22     | 17                          | 93     | 230     | 0.2286  |
| Hourly Total   | 35                      | 60     | 434                         | 65     | 63                          | 349    | 1006    | 1       |
| Hourly Total % | 0.3684                  | 0.6316 | 0.8697                      | 0.1303 | 0.1529                      | 0.8471 | INT PHF |         |
| PHF            | 0.73                    | 0.65   | 0.77                        | 0.74   | 0.93                        | 0.77   | 0.95    |         |

Weekday, Peak PM

|                | North 16th (Southbound) |       | East Greenfield (Westbound) |        | West Greenfield (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|-------|-----------------------------|--------|-----------------------------|--------|---------|---------|
|                | Left                    | Right | Thru                        | Right  | Left                        | Right  |         |         |
| 4:30pm         | 17                      | 27    | 107                         | 22     | 41                          | 182    | 396     | 0.2422  |
| 4:45pm         | 19                      | 34    | 115                         | 36     | 41                          | 180    | 425     | 0.2599  |
| 5:00pm         | 17                      | 24    | 122                         | 21     | 56                          | 192    | 432     | 0.2642  |
| 5:15pm         | 15                      | 25    | 120                         | 22     | 35                          | 165    | 382     | 0.2336  |
| Hourly Total   | 68                      | 110   | 464                         | 101    | 173                         | 719    | 1635    | 1       |
| Hourly Total % | 0.382                   | 0.618 | 0.8212                      | 0.1788 | 0.1939                      | 0.8061 | INT PHF |         |
| PHF            | 0.89                    | 0.81  | 0.95                        | 0.7    | 0.77                        | 0.94   | 0.95    |         |

173\_Herriman\_Bldv\_Greenfield\_Ave

Weekday, Peak AM

|                | North Greenfield (Southbound) |        | west Herriman (Eastbound) |       | South Greenfield (Northbound) |        | Total   | Total % |
|----------------|-------------------------------|--------|---------------------------|-------|-------------------------------|--------|---------|---------|
|                | Thru                          | Right  | Left                      | Right | Left                          | Thru   |         |         |
| 7:15am         | 62                            | 13     | 17                        | 30    | 16                            | 116    | 254     | 0.2324  |
| 7:30am         | 75                            | 13     | 21                        | 23    | 17                            | 136    | 285     | 0.2608  |
| 7:45am         | 78                            | 14     | 15                        | 18    | 22                            | 119    | 266     | 0.2434  |
| 8:00am         | 111                           | 13     | 16                        | 19    | 16                            | 113    | 288     | 0.2635  |
| Hourly Total   | 326                           | 53     | 69                        | 90    | 71                            | 484    | 1093    | 1       |
| Hourly Total % | 0.8602                        | 0.1398 | 0.434                     | 0.566 | 0.1279                        | 0.8721 | INT PHF |         |
| PHF            | 0.73                          | 0.95   | 0.82                      | 0.75  | 0.81                          | 0.89   | 0.95    |         |

Weekday, Peak PM

|                | North Greenfield (Southbound) |        | west Herriman (Eastbound) |        | South Greenfield (Northbound) |        | Total   | Total % |
|----------------|-------------------------------|--------|---------------------------|--------|-------------------------------|--------|---------|---------|
|                | Thru                          | Right  | Left                      | Right  | Left                          | Thru   |         |         |
| 4:30pm         | 183                           | 23     | 23                        | 42     | 31                            | 122    | 424     | 0.2365  |
| 4:45pm         | 178                           | 30     | 19                        | 45     | 32                            | 139    | 443     | 0.2471  |
| 5:00pm         | 196                           | 22     | 27                        | 83     | 38                            | 122    | 488     | 0.2722  |
| 5:15pm         | 175                           | 17     | 22                        | 51     | 47                            | 126    | 438     | 0.2443  |
| Hourly Total   | 732                           | 92     | 91                        | 221    | 148                           | 509    | 1793    | 1       |
| Hourly Total % | 0.8883                        | 0.1117 | 0.2917                    | 0.7083 | 0.2253                        | 0.7747 | INT PHF |         |
| PHF            | 0.93                          | 0.77   | 0.84                      | 0.67   | 0.79                          | 0.92   | 0.92    |         |



174\_161st\_St\_Gray\_Rd

| Weekday, Peak AM |                         |        |        |                        |        |        |                         |        |        |                        |        |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Gray (Southbound) |        |        | East 161st (Westbound) |        |        | South Gray (Northbound) |        |        | West 161st (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am           | 2                       | 46     | 14     | 3                      | 67     | 0      | 6                       | 12     | 1      | 0                      | 20     | 11     | 182     | 0.2653  |
| 7:30am           | 1                       | 35     | 23     | 3                      | 50     | 0      | 6                       | 18     | 1      | 0                      | 23     | 8      | 168     | 0.2449  |
| 7:45am           | 1                       | 38     | 16     | 4                      | 43     | 1      | 5                       | 15     | 2      | 1                      | 27     | 7      | 160     | 0.2332  |
| 8:00am           | 1                       | 44     | 13     | 5                      | 57     | 2      | 5                       | 16     | 2      | 1                      | 19     | 11     | 176     | 0.2566  |
| Hourly Total     | 5                       | 163    | 66     | 15                     | 217    | 3      | 22                      | 61     | 6      | 2                      | 89     | 37     | 686     | 1       |
| Hourly Total %   | 0.0214                  | 0.6966 | 0.2821 | 0.0638                 | 0.9234 | 0.0128 | 0.2472                  | 0.6854 | 0.0674 | 0.0156                 | 0.6953 | 0.2891 | INT PHF |         |
| PHF              | 0.62                    | 0.89   | 0.72   | 0.75                   | 0.81   | 0.38   | 0.92                    | 0.85   | 0.75   | 0.5                    | 0.82   | 0.84   |         | 0.94    |

| Weekday, Peak PM |                         |        |        |                        |        |        |                         |        |        |                        |        |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Gray (Southbound) |        |        | East 161st (Westbound) |        |        | South Gray (Northbound) |        |        | West 161st (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 2                       | 31     | 10     | 7                      | 61     | 2      | 11                      | 64     | 12     | 10                     | 68     | 11     | 289     | 0.2491  |
| 5:00pm           | 1                       | 33     | 9      | 9                      | 57     | 2      | 15                      | 75     | 12     | 11                     | 67     | 13     | 304     | 0.2621  |
| 5:15pm           | 1                       | 43     | 9      | 10                     | 57     | 1      | 13                      | 58     | 13     | 11                     | 64     | 13     | 293     | 0.2526  |
| 5:30pm           | 2                       | 40     | 9      | 8                      | 50     | 1      | 11                      | 57     | 11     | 8                      | 65     | 12     | 274     | 0.2362  |
| Hourly Total     | 6                       | 147    | 37     | 34                     | 225    | 6      | 50                      | 254    | 48     | 40                     | 264    | 49     | 1160    | 1       |
| Hourly Total %   | 0.0316                  | 0.7737 | 0.1947 | 0.1283                 | 0.8491 | 0.0226 | 0.142                   | 0.7216 | 0.1364 | 0.1133                 | 0.7479 | 0.1388 | INT PHF |         |
| PHF              | 0.75                    | 0.85   | 0.93   | 0.85                   | 0.92   | 0.75   | 0.83                    | 0.85   | 0.92   | 0.91                   | 0.97   | 0.94   | 0.95    |         |

## Weekday, Peak AM

|                | North Hazel (Southbound) |        |        | East 161st (Westbound) |        |       | South Hazel (Northbound) |        |       | West 161st (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------|--------|--------|------------------------|--------|-------|--------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                | Left                     | Thru   | Right  | Left                   | Thru   | Right | Left                     | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 7:15am         | 0                        | 199    | 18     | 7                      | 27     | 0     | 15                       | 100    | 0     | 11                     | 5      | 12     | 394     | 0.2498  |
| 7:30am         | 1                        | 202    | 23     | 12                     | 15     | 0     | 22                       | 112    | 1     | 14                     | 6      | 13     | 421     | 0.267   |
| 7:45am         | 6                        | 195    | 16     | 10                     | 14     | 0     | 17                       | 86     | 1     | 14                     | 6      | 14     | 379     | 0.2403  |
| 8:00am         | 10                       | 199    | 28     | 9                      | 13     | 0     | 24                       | 64     | 2     | 12                     | 4      | 18     | 383     | 0.2429  |
| Hourly Total   | 17                       | 795    | 85     | 38                     | 69     | 0     | 78                       | 362    | 4     | 51                     | 21     | 57     | 1577    | 1       |
| Hourly Total % | 0.019                    | 0.8863 | 0.0948 | 0.3551                 | 0.6449 | 0     | 0.1757                   | 0.8153 | 0.009 | 0.3953                 | 0.1628 | 0.4419 | INT PHF |         |
| PHF            | 0.42                     | 0.98   | 0.76   | 0.79                   | 0.64   | 0     | 0.81                     | 0.81   | 0.5   | 0.91                   | 0.88   | 0.79   | 0.94    |         |

## Weekday, Peak PM

|                | North Hazel (Southbound) |        |        | East 161st (Westbound) |        |        | South Hazel (Northbound) |        |        | West 161st (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 11                       | 147    | 31     | 10                     | 13     | 9      | 28                       | 253    | 11     | 36                     | 25     | 21     | 595     | 0.2415  |
| 5:00pm         | 13                       | 139    | 23     | 13                     | 13     | 14     | 32                       | 242    | 14     | 28                     | 27     | 31     | 589     | 0.239   |
| 5:15pm         | 18                       | 160    | 26     | 11                     | 13     | 18     | 42                       | 272    | 14     | 25                     | 30     | 25     | 654     | 0.2654  |
| 5:30pm         | 13                       | 179    | 19     | 8                      | 12     | 10     | 39                       | 248    | 15     | 32                     | 27     | 24     | 626     | 0.2541  |
| Hourly Total   | 55                       | 625    | 99     | 42                     | 51     | 51     | 141                      | 1015   | 54     | 121                    | 109    | 101    | 2464    | 1       |
| Hourly Total % | 0.0706                   | 0.8023 | 0.1271 | 0.2917                 | 0.3542 | 0.3542 | 0.1165                   | 0.8388 | 0.0446 | 0.3656                 | 0.3293 | 0.3051 | INT PHF |         |
| PHF            | 0.76                     | 0.87   | 0.8    | 0.81                   | 0.98   | 0.71   | 0.84                     | 0.93   | 0.9    | 0.84                   | 0.91   | 0.81   | 0.94    |         |

176\_161st\_St\_Seminole\_Rd

| Weekday, Peak AM |                |                             |        |        |                        |        |       |                             |        |        |                        |        |        |         |         |
|------------------|----------------|-----------------------------|--------|--------|------------------------|--------|-------|-----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  |                | North Seminole (Southbound) |        |        | East 161st (Westbound) |        |       | South Seminole (Northbound) |        |        | West 161st (Eastbound) |        |        | Total   | Total % |
|                  |                | Left                        | Thru   | Right  | Left                   | Thru   | Right | Left                        | Thru   | Right  | Left                   | Thru   | Right  |         |         |
|                  | 7:15am         | 0                           | 0      | 19     | 0                      | 14     | 0     | 3                           | 1      | 4      | 1                      | 4      | 1      | 47      | 0.2568  |
|                  | 7:30am         | 0                           | 0      | 10     | 0                      | 11     | 0     | 10                          | 0      | 2      | 1                      | 4      | 2      | 40      | 0.2186  |
|                  | 7:45am         | 0                           | 0      | 7      | 1                      | 7      | 0     | 21                          | 0      | 0      | 1                      | 10     | 3      | 50      | 0.2732  |
|                  | 8:00am         | 0                           | 1      | 6      | 0                      | 5      | 0     | 11                          | 0      | 1      | 1                      | 19     | 2      | 46      | 0.2514  |
|                  | Hourly Total   | 0                           | 1      | 42     | 1                      | 37     | 0     | 45                          | 1      | 7      | 4                      | 37     | 8      | 183     | 1       |
|                  | Hourly Total % | 0                           | 0.0233 | 0.9767 | 0.0263                 | 0.9737 | 0     | 0.8491                      | 0.0189 | 0.1321 | 0.0816                 | 0.7551 | 0.1633 | INT PHF | 0.92    |
|                  | PHF            | 0                           | 0.25   | 0.55   | 0.25                   | 0.66   | 0     | 0.54                        | 0.25   | 0.44   | 1                      | 0.49   | 0.67   |         |         |

| Weekday, Peak PM |                             |        |       |                        |        |        |                             |        |        |                        |        |        |         |         |
|------------------|-----------------------------|--------|-------|------------------------|--------|--------|-----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Seminole (Southbound) |        |       | East 161st (Westbound) |        |        | South Seminole (Northbound) |        |        | West 161st (Eastbound) |        |        | Total   | Total % |
|                  | Left                        | Thru   | Right | Left                   | Thru   | Right  | Left                        | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 5:45pm           | 1                           | 1      | 7     | 2                      | 22     | 1      | 5                           | 2      | 2      | 3                      | 44     | 4      | 94      | 0.2122  |
| 6:00pm           | 2                           | 2      | 6     | 2                      | 21     | 1      | 6                           | 4      | 3      | 3                      | 51     | 4      | 105     | 0.237   |
| 6:15pm           | 2                           | 3      | 7     | 2                      | 35     | 2      | 6                           | 5      | 2      | 4                      | 56     | 5      | 129     | 0.2912  |
| 6:30pm           | 2                           | 3      | 6     | 2                      | 44     | 2      | 5                           | 3      | 1      | 5                      | 37     | 5      | 115     | 0.2596  |
| Hourly Total     | 7                           | 9      | 26    | 8                      | 122    | 6      | 22                          | 14     | 8      | 15                     | 188    | 18     | 443     | 1       |
| Hourly Total %   | 0.1667                      | 0.2143 | 0.619 | 0.0588                 | 0.8971 | 0.0441 | 0.5                         | 0.3182 | 0.1818 | 0.0679                 | 0.8507 | 0.0814 | INT PHF |         |
| PHF              | 0.88                        | 0.75   | 0.93  | 1                      | 0.69   | 0.75   | 0.92                        | 0.7    | 0.67   | 0.75                   | 0.84   | 0.9    | 0.86    |         |

177\_161st\_St\_Cherry\_Tree\_Rd

Weekday, Peak AM

|                | North Cherry (Southbound) |       | South Cherry (Northbound) |        | West 161st (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|-------|---------------------------|--------|------------------------|--------|---------|---------|
|                | Thru                      | Right | Left                      | Thru   | Left                   | Right  |         |         |
| 8:00am         | 30                        | 2     | 3                         | 9      | 4                      | 20     | 68      | 0.3163  |
| 8:15am         | 18                        | 3     | 4                         | 7      | 4                      | 9      | 45      | 0.2093  |
| 8:30am         | 18                        | 6     | 2                         | 8      | 4                      | 6      | 44      | 0.2047  |
| 8:45am         | 21                        | 18    | 1                         | 8      | 3                      | 7      | 58      | 0.2698  |
| Hourly Total   | 87                        | 29    | 10                        | 32     | 15                     | 42     | 215     | 1       |
| Hourly Total % | 0.75                      | 0.25  | 0.2381                    | 0.7619 | 0.2632                 | 0.7368 | INT PHF |         |
| PHF            | 0.72                      | 0.4   | 0.62                      | 0.89   | 0.94                   | 0.53   | 0.79    |         |

Weekday, Peak PM

|                | North Cherry (Southbound) |        | South Cherry (Northbound) |       | West 161st (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|--------|---------------------------|-------|------------------------|--------|---------|---------|
|                | Thru                      | Right  | Left                      | Thru  | Left                   | Right  |         |         |
| 5:45pm         | 20                        | 9      | 40                        | 19    | 18                     | 21     | 127     | 0.1991  |
| 6:00pm         | 16                        | 14     | 42                        | 17    | 20                     | 35     | 144     | 0.2257  |
| 6:15pm         | 23                        | 20     | 67                        | 14    | 15                     | 30     | 169     | 0.2649  |
| 6:30pm         | 19                        | 10     | 39                        | 14    | 22                     | 94     | 198     | 0.3103  |
| Hourly Total   | 78                        | 53     | 188                       | 64    | 75                     | 180    | 638     | 1       |
| Hourly Total % | 0.5954                    | 0.4046 | 0.746                     | 0.254 | 0.2941                 | 0.7059 | INT PHF |         |
| PHF            | 0.85                      | 0.66   | 0.7                       | 0.84  | 0.85                   | 0.48   | 0.81    |         |

178\_SR\_37\_Greenfield\_Ave

| Weekday, Peak AM |                          |        |        |                             |        |        |                          |        |        |                             |        |        |         |         |
|------------------|--------------------------|--------|--------|-----------------------------|--------|--------|--------------------------|--------|--------|-----------------------------|--------|--------|---------|---------|
|                  | North SR 37 (Southbound) |        |        | East Greenfield (Westbound) |        |        | South SR 37 (Northbound) |        |        | West Greenfield (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                        | Thru   | Right  | Left                     | Thru   | Right  | Left                        | Thru   | Right  |         |         |
| 7:30am           | 59                       | 296    | 21     | 30                          | 95     | 62     | 39                       | 112    | 7      | 18                          | 38     | 51     | 828     | 0.2452  |
| 7:45am           | 76                       | 265    | 24     | 42                          | 98     | 80     | 30                       | 136    | 7      | 14                          | 54     | 34     | 860     | 0.2547  |
| 8:00am           | 67                       | 287    | 18     | 33                          | 60     | 80     | 37                       | 123    | 8      | 13                          | 72     | 40     | 838     | 0.2481  |
| 8:15am           | 67                       | 301    | 16     | 36                          | 59     | 85     | 31                       | 131    | 10     | 16                          | 50     | 49     | 851     | 0.252   |
| Hourly Total     | 269                      | 1149   | 79     | 141                         | 312    | 307    | 137                      | 502    | 32     | 61                          | 214    | 174    | 3377    | 1       |
| Hourly Total %   | 0.1797                   | 0.7675 | 0.0528 | 0.1855                      | 0.4105 | 0.4039 | 0.2042                   | 0.7481 | 0.0477 | 0.1359                      | 0.4766 | 0.3875 | INT PHF |         |
| PHF              | 0.88                     | 0.95   | 0.82   | 0.84                        | 0.8    | 0.9    | 0.88                     | 0.92   | 0.8    | 0.85                        | 0.74   | 0.85   | 0.98    |         |

| Weekday, Peak PM |                          |        |        |                             |        |        |                          |        |        |                             |        |        |         |         |
|------------------|--------------------------|--------|--------|-----------------------------|--------|--------|--------------------------|--------|--------|-----------------------------|--------|--------|---------|---------|
|                  | North SR 37 (Southbound) |        |        | East Greenfield (Westbound) |        |        | South SR 37 (Northbound) |        |        | West Greenfield (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                        | Thru   | Right  | Left                     | Thru   | Right  | Left                        | Thru   | Right  |         |         |
| 4:30pm           | 91                       | 226    | 28     | 32                          | 92     | 127    | 48                       | 329    | 37     | 35                          | 110    | 64     | 1219    | 0.244   |
| 4:45pm           | 80                       | 224    | 25     | 28                          | 91     | 126    | 54                       | 341    | 33     | 47                          | 121    | 56     | 1226    | 0.2454  |
| 5:00pm           | 85                       | 232    | 26     | 32                          | 79     | 136    | 47                       | 340    | 39     | 69                          | 155    | 45     | 1285    | 0.2573  |
| 5:15pm           | 83                       | 236    | 37     | 27                          | 78     | 134    | 52                       | 347    | 34     | 48                          | 132    | 57     | 1265    | 0.2533  |
| Hourly Total     | 339                      | 918    | 116    | 119                         | 340    | 523    | 201                      | 1357   | 143    | 199                         | 518    | 222    | 4995    | 1       |
| Hourly Total %   | 0.2469                   | 0.6686 | 0.0845 | 0.1212                      | 0.3462 | 0.5326 | 0.1182                   | 0.7978 | 0.0841 | 0.2119                      | 0.5517 | 0.2364 | INT PHF |         |
| PHF              | 0.93                     | 0.97   | 0.78   | 0.93                        | 0.92   | 0.96   | 0.93                     | 0.98   | 0.92   | 0.72                        | 0.84   | 0.87   | 0.97    |         |

## Weekday, Peak AM

|                | North Cyntheanne (Southbound) |        |        | East SR 38 (Westbound) |        |       | South Cyntheanne (Northbound) |        |        | West SR 38 (Eastbound) |        |        | Total   | Total % |
|----------------|-------------------------------|--------|--------|------------------------|--------|-------|-------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                          | Thru   | Right  | Left                   | Thru   | Right | Left                          | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am         | 0                             | 2      | 1      | 0                      | 94     | 0     | 16                            | 4      | 0      | 2                      | 48     | 2      | 169     | 0.2344  |
| 7:30am         | 0                             | 4      | 3      | 1                      | 110    | 0     | 40                            | 5      | 2      | 1                      | 60     | 5      | 231     | 0.3204  |
| 7:45am         | 0                             | 4      | 2      | 2                      | 86     | 0     | 14                            | 4      | 2      | 1                      | 52     | 8      | 175     | 0.2427  |
| 8:00am         | 0                             | 5      | 2      | 1                      | 55     | 0     | 17                            | 3      | 1      | 0                      | 55     | 7      | 146     | 0.2025  |
| Hourly Total   | 0                             | 15     | 8      | 4                      | 345    | 0     | 87                            | 16     | 5      | 4                      | 215    | 22     | 721     | 1       |
| Hourly Total % | 0                             | 0.6522 | 0.3478 | 0.0115                 | 0.9885 | 0     | 0.8056                        | 0.1481 | 0.0463 | 0.0166                 | 0.8921 | 0.0913 | INT PHF |         |
| PHF            | 0                             | 0.75   | 0.67   | 0.5                    | 0.78   | 0     | 0.54                          | 0.8    | 0.62   | 0.5                    | 0.9    | 0.69   | 0.78    |         |

## Weekday, Peak PM

|                | North Cyntheanne (Southbound) |        |        | East SR 38 (Westbound) |        |       | South Cyntheanne (Northbound) |        |        | West SR 38 (Eastbound) |        |        | Total   | Total % |
|----------------|-------------------------------|--------|--------|------------------------|--------|-------|-------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                          | Thru   | Right  | Left                   | Thru   | Right | Left                          | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm         | 0                             | 6      | 2      | 1                      | 80     | 0     | 11                            | 11     | 3      | 2                      | 115    | 20     | 251     | 0.2538  |
| 4:45pm         | 0                             | 7      | 2      | 4                      | 77     | 0     | 9                             | 9      | 2      | 5                      | 117    | 25     | 257     | 0.2599  |
| 5:00pm         | 0                             | 6      | 2      | 2                      | 96     | 0     | 9                             | 8      | 2      | 6                      | 92     | 17     | 240     | 0.2427  |
| 5:15pm         | 0                             | 6      | 2      | 1                      | 106    | 0     | 10                            | 9      | 2      | 3                      | 87     | 15     | 241     | 0.2437  |
| Hourly Total   | 0                             | 25     | 8      | 8                      | 359    | 0     | 39                            | 37     | 9      | 16                     | 411    | 77     | 989     | 1       |
| Hourly Total % | 0                             | 0.7576 | 0.2424 | 0.0218                 | 0.9782 | 0     | 0.4588                        | 0.4353 | 0.1059 | 0.0317                 | 0.8155 | 0.1528 | INT PHF |         |
| PHF            | 0                             | 0.89   | 1      | 0.5                    | 0.85   | 0     | 0.89                          | 0.84   | 0.75   | 0.67                   | 0.88   | 0.77   | 0.96    |         |

| Weekday, Peak AM |                             |        |       |                        |      |       |                             |      |       |                        |      |       |         |         |
|------------------|-----------------------------|--------|-------|------------------------|------|-------|-----------------------------|------|-------|------------------------|------|-------|---------|---------|
|                  | North Atlantic (Southbound) |        |       | East SR 38 (Westbound) |      |       | South Atlantic (Northbound) |      |       | West SR 38 (Eastbound) |      |       | Total   | Total % |
|                  | Left                        | Thru   | Right | Left                   | Thru | Right | Left                        | Thru | Right | Left                   | Thru | Right |         |         |
| 7:00am           | 6                           | 0      | 1     | 0                      | 77   | 0     | 1                           | 0    | 0     | 0                      | 33   | 0     | 118     | 0.2118  |
| 7:15am           | 5                           | 0      | 1     | 0                      | 85   | 0     | 0                           | 1    | 0     | 0                      | 42   | 0     | 134     | 0.2406  |
| 7:30am           | 5                           | 1      | 0     | 0                      | 102  | 0     | 0                           | 0    | 0     | 0                      | 60   | 0     | 168     | 0.3016  |
| 7:45am           | 3                           | 1      | 1     | 0                      | 81   | 0     | 0                           | 0    | 0     | 0                      | 51   | 0     | 137     | 0.246   |
| Hourly Total     | 19                          | 2      | 3     | 0                      | 345  | 0     | 1                           | 1    | 0     | 0                      | 186  | 0     | 557     | 1       |
| Hourly Total %   | 0.7917                      | 0.0833 | 0.125 | 0                      | 1    | 0     | 0.5                         | 0.5  | 0     | 0                      | 1    | 0     | INT PHF |         |
| PHF              | 0.79                        | 0.5    | 0.75  | 0                      | 0.85 | 0     | 0.25                        | 0.25 | 0     | 0                      | 0.78 | 0     | 0.83    |         |

| Weekday, Peak PM |                             |        |        |                        |       |        |                             |        |       |                        |        |        |         |         |
|------------------|-----------------------------|--------|--------|------------------------|-------|--------|-----------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | North Atlantic (Southbound) |        |        | East SR 38 (Westbound) |       |        | South Atlantic (Northbound) |        |       | West SR 38 (Eastbound) |        |        | Total   | Total % |
|                  | Left                        | Thru   | Right  | Left                   | Thru  | Right  | Left                        | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 1                           | 1      | 1      | 0                      | 73    | 7      | 0                           | 7      | 0     | 1                      | 110    | 0      | 201     | 0.257   |
| 4:45pm           | 2                           | 2      | 2      | 1                      | 75    | 5      | 0                           | 5      | 0     | 2                      | 109    | 0      | 203     | 0.2596  |
| 5:00pm           | 2                           | 1      | 1      | 0                      | 89    | 3      | 0                           | 2      | 0     | 1                      | 87     | 0      | 186     | 0.2379  |
| 5:15pm           | 2                           | 1      | 1      | 0                      | 100   | 4      | 1                           | 2      | 0     | 1                      | 79     | 1      | 192     | 0.2455  |
| Hourly Total     | 7                           | 5      | 5      | 1                      | 337   | 19     | 1                           | 16     | 0     | 5                      | 385    | 1      | 782     | 1       |
| Hourly Total %   | 0.4118                      | 0.2941 | 0.2941 | 0.0028                 | 0.944 | 0.0532 | 0.0588                      | 0.9412 | 0     | 0.0128                 | 0.9847 | 0.0026 | INT PHF |         |
| PHF              | 0.88                        | 0.62   | 0.62   | 0.25                   | 0.84  | 0.68   | 0.25                        | 0.57   | 0     | 0.62                   | 0.88   | 0.25   | 0.96    |         |

181\_156th\_St\_Atlantic\_Rd

Weekday, Peak AM

|                | North Atlantic (Southbound) |       | West 156th (Eastbound) |       | South Atlantic (Northbound) |      | Total   | Total % |
|----------------|-----------------------------|-------|------------------------|-------|-----------------------------|------|---------|---------|
|                | Thru                        | Right | Left                   | Right | Left                        | Thru |         |         |
| 6:00am         | 3                           | 0     | 0                      | 0     | 0                           | 0    | 3       | 0.15    |
| 6:15am         | 3                           | 0     | 0                      | 0     | 0                           | 2    | 5       | 0.25    |
| 6:30am         | 3                           | 0     | 0                      | 0     | 0                           | 4    | 7       | 0.35    |
| 6:45am         | 2                           | 0     | 0                      | 0     | 0                           | 3    | 5       | 0.25    |
| Hourly Total   | 11                          | 0     | 0                      | 0     | 0                           | 9    | 20      | 1       |
| Hourly Total % | 1                           | 0     | 0                      | 0     | 0                           | 1    | INT PHF |         |
| PHF            | 0.92                        | 0     | 0                      | 0     | 0                           | 0.56 | 0.71    |         |

Weekday, Peak PM

|                | North Atlantic (Southbound) |       | West 156th (Eastbound) |       | South Atlantic (Northbound) |      | Total   | Total % |
|----------------|-----------------------------|-------|------------------------|-------|-----------------------------|------|---------|---------|
|                | Thru                        | Right | Left                   | Right | Left                        | Thru |         |         |
| 4:00pm         | 1                           | 0     | 1                      | 0     | 0                           | 8    | 10      | 0.1887  |
| 4:15pm         | 1                           | 0     | 1                      | 0     | 0                           | 16   | 18      | 0.3396  |
| 4:30pm         | 3                           | 0     | 2                      | 0     | 0                           | 9    | 14      | 0.2642  |
| 4:45pm         | 4                           | 0     | 1                      | 0     | 0                           | 6    | 11      | 0.2075  |
| Hourly Total   | 9                           | 0     | 5                      | 0     | 0                           | 39   | 53      | 1       |
| Hourly Total % | 1                           | 0     | 1                      | 0     | 0                           | 1    | INT PHF |         |
| PHF            | 0.56                        | 0     | 0.62                   | 0     | 0                           | 0.61 | 0.74    |         |



182\_156th\_St\_Olio\_Rd

| Weekday, Peak AM |                         |        |       |                        |      |       |                         |        |       |                        |      |       |         |         |
|------------------|-------------------------|--------|-------|------------------------|------|-------|-------------------------|--------|-------|------------------------|------|-------|---------|---------|
|                  | North Olio (Southbound) |        |       | East 156th (Westbound) |      |       | South Olio (Northbound) |        |       | West 156th (Eastbound) |      |       | Total   | Total % |
|                  | Left                    | Thru   | Right | Left                   | Thru | Right | Left                    | Thru   | Right | Left                   | Thru | Right |         |         |
| 7:15am           | 0                       | 55     | 0     | 0                      | 1    | 0     | 6                       | 55     | 0     | 0                      | 0    | 8     | 125     | 0.3064  |
| 7:30am           | 0                       | 40     | 0     | 0                      | 1    | 0     | 3                       | 52     | 0     | 0                      | 0    | 6     | 102     | 0.25    |
| 7:45am           | 0                       | 36     | 0     | 0                      | 0    | 0     | 1                       | 55     | 0     | 0                      | 0    | 4     | 96      | 0.2353  |
| 8:00am           | 2                       | 36     | 0     | 0                      | 0    | 0     | 1                       | 43     | 0     | 0                      | 0    | 3     | 85      | 0.2083  |
| Hourly Total     | 2                       | 167    | 0     | 0                      | 2    | 0     | 11                      | 205    | 0     | 0                      | 0    | 21    | 408     | 1       |
| Hourly Total %   | 0.0118                  | 0.9882 | 0     | 0                      | 1    | 0     | 0.0509                  | 0.9491 | 0     | 0                      | 0    | 1     | INT PHF |         |
| PHF              | 0.25                    | 0.76   | 0     | 0                      | 0.5  | 0     | 0.46                    | 0.93   | 0     | 0                      | 0    | 0.66  | 0.82    |         |

| Weekday, Peak PM |                         |        |       |                        |        |        |                         |        |       |                        |        |        |         |         |
|------------------|-------------------------|--------|-------|------------------------|--------|--------|-------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | North Olio (Southbound) |        |       | East 156th (Westbound) |        |        | South Olio (Northbound) |        |       | West 156th (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right | Left                   | Thru   | Right  | Left                    | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 0                       | 45     | 0     | 0                      | 3      | 0      | 4                       | 65     | 0     | 0                      | 1      | 4      | 122     | 0.2247  |
| 4:45pm           | 2                       | 53     | 0     | 0                      | 3      | 1      | 5                       | 65     | 0     | 0                      | 2      | 4      | 135     | 0.2486  |
| 5:00pm           | 3                       | 53     | 0     | 0                      | 2      | 0      | 6                       | 76     | 0     | 0                      | 1      | 4      | 145     | 0.267   |
| 5:15pm           | 2                       | 58     | 0     | 0                      | 2      | 0      | 7                       | 65     | 0     | 0                      | 2      | 5      | 141     | 0.2597  |
| Hourly Total     | 7                       | 209    | 0     | 0                      | 10     | 1      | 22                      | 271    | 0     | 0                      | 6      | 17     | 543     | 1       |
| Hourly Total %   | 0.0324                  | 0.9676 | 0     | 0                      | 0.9091 | 0.0909 | 0.0751                  | 0.9249 | 0     | 0                      | 0.2609 | 0.7391 | INT PHF |         |
| PHF              | 0.58                    | 0.9    | 0     | 0                      | 0.83   | 0.25   | 0.79                    | 0.89   | 0     | 0                      | 0.75   | 0.85   | 0.94    |         |

183\_156th\_St\_Boden\_Rd

| Weekday, Peak AM |                          |       |        |                        |        |        |                          |        |       |                        |        |        |         |         |
|------------------|--------------------------|-------|--------|------------------------|--------|--------|--------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | North Boden (Southbound) |       |        | East 156th (Westbound) |        |        | South Boden (Northbound) |        |       | West 156th (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru  | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 7:00am           | 1                        | 67    | 6      | 0                      | 4      | 0      | 7                        | 11     | 0     | 6                      | 5      | 26     | 133     | 0.227   |
| 7:15am           | 1                        | 52    | 8      | 0                      | 6      | 0      | 5                        | 15     | 0     | 7                      | 7      | 37     | 138     | 0.2355  |
| 7:30am           | 2                        | 77    | 8      | 0                      | 3      | 1      | 3                        | 20     | 0     | 4                      | 5      | 32     | 155     | 0.2645  |
| 7:45am           | 2                        | 93    | 7      | 0                      | 0      | 1      | 3                        | 18     | 0     | 2                      | 3      | 31     | 160     | 0.273   |
| Hourly Total     | 6                        | 289   | 29     | 0                      | 13     | 2      | 18                       | 64     | 0     | 19                     | 20     | 126    | 586     | 1       |
| Hourly Total %   | 0.0185                   | 0.892 | 0.0895 | 0                      | 0.8667 | 0.1333 | 0.2195                   | 0.7805 | 0     | 0.1152                 | 0.1212 | 0.7636 | INT PHF |         |
| PHF              | 0.75                     | 0.78  | 0.91   | 0                      | 0.54   | 0.5    | 0.64                     | 0.8    | 0     | 0.68                   | 0.71   | 0.85   | 0.92    |         |

| Weekday, Peak PM |                          |        |        |                        |        |        |                          |        |        |                        |        |       |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | North Boden (Southbound) |        |        | East 156th (Westbound) |        |        | South Boden (Northbound) |        |        | West 156th (Eastbound) |        |       | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 4:45pm           | 2                        | 83     | 5      | 0                      | 2      | 6      | 35                       | 120    | 1      | 8                      | 3      | 26    | 291     | 0.2641  |
| 5:00pm           | 3                        | 99     | 5      | 0                      | 3      | 7      | 29                       | 90     | 0      | 11                     | 3      | 18    | 268     | 0.2432  |
| 5:15pm           | 3                        | 92     | 4      | 0                      | 4      | 6      | 33                       | 114    | 0      | 8                      | 4      | 19    | 287     | 0.2604  |
| 5:30pm           | 2                        | 92     | 4      | 0                      | 4      | 4      | 30                       | 85     | 0      | 6                      | 6      | 23    | 256     | 0.2323  |
| Hourly Total     | 10                       | 366    | 18     | 0                      | 13     | 23     | 127                      | 409    | 1      | 33                     | 16     | 86    | 1102    | 1       |
| Hourly Total %   | 0.0254                   | 0.9289 | 0.0457 | 0                      | 0.3611 | 0.6389 | 0.2365                   | 0.7616 | 0.0019 | 0.2444                 | 0.1185 | 0.637 | INT PHF |         |
| PHF              | 0.83                     | 0.92   | 0.9    | 0                      | 0.81   | 0.82   | 0.91                     | 0.85   | 0.25   | 0.75                   | 0.67   | 0.83  | 0.95    |         |

## Weekday, Peak AM

|                | North Summer (Southbound) |        |        | East 156th (Westbound) |        |        | South Summer (Northbound) |      |       | West 156th (Eastbound) |      |        | Total   | Total % |
|----------------|---------------------------|--------|--------|------------------------|--------|--------|---------------------------|------|-------|------------------------|------|--------|---------|---------|
|                | Left                      | Thru   | Right  | Left                   | Thru   | Right  | Left                      | Thru | Right | Left                   | Thru | Right  |         |         |
| 7:00am         | 4                         | 32     | 9      | 6                      | 9      | 3      | 0                         | 9    | 0     | 0                      | 4    | 2      | 78      | 0.2131  |
| 7:15am         | 4                         | 48     | 17     | 12                     | 11     | 9      | 0                         | 4    | 0     | 0                      | 5    | 2      | 112     | 0.306   |
| 7:30am         | 4                         | 30     | 10     | 10                     | 8      | 17     | 0                         | 3    | 0     | 1                      | 6    | 3      | 92      | 0.2514  |
| 7:45am         | 4                         | 30     | 10     | 4                      | 8      | 10     | 0                         | 6    | 0     | 2                      | 6    | 4      | 84      | 0.2295  |
| Hourly Total   | 16                        | 140    | 46     | 32                     | 36     | 39     | 0                         | 22   | 0     | 3                      | 21   | 11     | 366     | 1       |
| Hourly Total % | 0.0792                    | 0.6931 | 0.2277 | 0.2991                 | 0.3364 | 0.3645 | 0                         | 1    | 0     | 0.0857                 | 0.6  | 0.3143 | INT PHF |         |
| PHF            | 1                         | 0.73   | 0.68   | 0.67                   | 0.82   | 0.57   | 0                         | 0.61 | 0     | 0.38                   | 0.88 | 0.69   | 0.82    |         |

## Weekday, Peak PM

|                | North Summer (Southbound) |        |        | East 156th (Westbound) |        |        | South Summer (Northbound) |        |        | West 156th (Eastbound) |        |        | Total   | Total % |
|----------------|---------------------------|--------|--------|------------------------|--------|--------|---------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                      | Thru   | Right  | Left                   | Thru   | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 19                        | 19     | 8      | 2                      | 7      | 13     | 1                         | 26     | 7      | 13                     | 16     | 1      | 132     | 0.2413  |
| 5:00pm         | 25                        | 22     | 8      | 4                      | 7      | 15     | 1                         | 22     | 7      | 13                     | 13     | 1      | 138     | 0.2523  |
| 5:15pm         | 23                        | 17     | 6      | 3                      | 7      | 17     | 2                         | 38     | 6      | 20                     | 10     | 1      | 150     | 0.2742  |
| 5:30pm         | 18                        | 16     | 5      | 2                      | 7      | 17     | 1                         | 31     | 5      | 15                     | 10     | 0      | 127     | 0.2322  |
| Hourly Total   | 85                        | 74     | 27     | 11                     | 28     | 62     | 5                         | 117    | 25     | 61                     | 49     | 3      | 547     | 1       |
| Hourly Total % | 0.457                     | 0.3978 | 0.1452 | 0.1089                 | 0.2772 | 0.6139 | 0.034                     | 0.7959 | 0.1701 | 0.5398                 | 0.4336 | 0.0265 | INT PHF |         |
| PHF            | 0.85                      | 0.84   | 0.84   | 0.69                   | 1      | 0.91   | 0.62                      | 0.77   | 0.89   | 0.76                   | 0.77   | 0.75   | 0.91    |         |

| Weekday, Peak AM |        |                            |      |        |                             |      |       |                            |      |       |                             |        |       |         |        |         |  |
|------------------|--------|----------------------------|------|--------|-----------------------------|------|-------|----------------------------|------|-------|-----------------------------|--------|-------|---------|--------|---------|--|
|                  |        | North Promise (Southbound) |      |        | East Greenfield (Westbound) |      |       | South Promise (Northbound) |      |       | West Greenfield (Eastbound) |        |       | Total   |        | Total % |  |
|                  |        | Left                       | Thru | Right  | Left                        | Thru | Right | Left                       | Thru | Right | Left                        | Thru   | Right |         |        |         |  |
|                  | 7:30am | 1                          | 0    | 34     | 0                           | 115  | 0     | 0                          | 0    | 0     | 9                           | 35     | 0     | 194     | 0.2422 |         |  |
|                  | 7:45am | 1                          | 0    | 34     | 0                           | 119  | 0     | 0                          | 0    | 0     | 7                           | 42     | 0     | 203     | 0.2534 |         |  |
|                  | 8:00am | 1                          | 0    | 34     | 0                           | 107  | 0     | 0                          | 0    | 0     | 10                          | 46     | 0     | 198     | 0.2472 |         |  |
|                  | 8:15am | 1                          | 0    | 25     | 0                           | 109  | 0     | 0                          | 0    | 0     | 11                          | 60     | 0     | 206     | 0.2572 |         |  |
| Hourly Total     |        | 4                          | 0    | 127    | 0                           | 450  | 0     | 0                          | 0    | 0     | 37                          | 183    | 0     | 801     | 1      |         |  |
| Hourly Total %   |        | 0.0305                     | 0    | 0.9695 | 0                           | 1    | 0     | 0                          | 0    | 0     | 0.1682                      | 0.8318 | 0     | INT PHF |        |         |  |
| PHF              |        | 1                          | 0    | 0.93   | 0                           | 0.95 | 0     | 0                          | 0    | 0     | 0.84                        | 0.76   | 0     | 0.97    |        |         |  |

| Weekday, Peak PM |                            |      |       |                             |        |        |                            |      |       |                             |        |       |         |         |
|------------------|----------------------------|------|-------|-----------------------------|--------|--------|----------------------------|------|-------|-----------------------------|--------|-------|---------|---------|
|                  | North Promise (Southbound) |      |       | East Greenfield (Westbound) |        |        | South Promise (Northbound) |      |       | West Greenfield (Eastbound) |        |       | Total   | Total % |
|                  | Left                       | Thru | Right | Left                        | Thru   | Right  | Left                       | Thru | Right | Left                        | Thru   | Right |         |         |
| 4:30pm           | 1                          | 0    | 25    | 0                           | 119    | 0      | 1                          | 0    | 0     | 30                          | 150    | 0     | 326     | 0.2362  |
| 4:45pm           | 0                          | 0    | 22    | 0                           | 119    | 0      | 1                          | 0    | 0     | 40                          | 161    | 0     | 343     | 0.2486  |
| 5:00pm           | 1                          | 0    | 22    | 0                           | 116    | 0      | 0                          | 0    | 0     | 38                          | 176    | 0     | 353     | 0.2558  |
| 5:15pm           | 1                          | 0    | 19    | 0                           | 128    | 1      | 0                          | 0    | 0     | 45                          | 164    | 0     | 358     | 0.2594  |
| Hourly Total     | 3                          | 0    | 88    | 0                           | 482    | 1      | 2                          | 0    | 0     | 153                         | 651    | 0     | 1380    | 1       |
| Hourly Total %   | 0.033                      | 0    | 0.967 | 0                           | 0.9979 | 0.0021 | 1                          | 0    | 0     | 0.1903                      | 0.8097 | 0     | INT PHF |         |
| PHF              | 0.75                       | 0    | 0.88  | 0                           | 0.94   | 0.25   | 0.5                        | 0    | 0     | 0.85                        | 0.92   | 0     | 0.96    |         |

## Weekday, Peak AM

|                | North Union (Southbound) |        |        | East Greenfield (Westbound) |        |        | South Union (Northbound) |        |        | West Greenfield (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------|--------|--------|-----------------------------|--------|--------|--------------------------|--------|--------|-----------------------------|--------|--------|---------|---------|
|                | Left                     | Thru   | Right  | Left                        | Thru   | Right  | Left                     | Thru   | Right  | Left                        | Thru   | Right  |         |         |
| 7:30am         | 9                        | 38     | 27     | 27                          | 107    | 21     | 28                       | 34     | 6      | 10                          | 34     | 18     | 359     | 0.2577  |
| 7:45am         | 10                       | 39     | 39     | 19                          | 116    | 22     | 25                       | 25     | 7      | 10                          | 33     | 14     | 359     | 0.2577  |
| 8:00am         | 11                       | 43     | 25     | 12                          | 112    | 25     | 16                       | 16     | 9      | 11                          | 41     | 12     | 333     | 0.2391  |
| 8:15am         | 12                       | 32     | 29     | 11                          | 94     | 37     | 20                       | 24     | 9      | 13                          | 51     | 10     | 342     | 0.2455  |
| Hourly Total   | 42                       | 152    | 120    | 69                          | 429    | 105    | 89                       | 99     | 31     | 44                          | 159    | 54     | 1393    | 1       |
| Hourly Total % | 0.1338                   | 0.4841 | 0.3822 | 0.1144                      | 0.7114 | 0.1741 | 0.4064                   | 0.4521 | 0.1416 | 0.1712                      | 0.6187 | 0.2101 | INT PHF |         |
| PHF            | 0.88                     | 0.88   | 0.77   | 0.64                        | 0.92   | 0.71   | 0.79                     | 0.73   | 0.86   | 0.85                        | 0.78   | 0.75   | 0.97    |         |

## Weekday, Peak PM

|                | North Union (Southbound) |        |        | East Greenfield (Westbound) |        |        | South Union (Northbound) |        |        | West Greenfield (Eastbound) |        |       | Total   | Total % |
|----------------|--------------------------|--------|--------|-----------------------------|--------|--------|--------------------------|--------|--------|-----------------------------|--------|-------|---------|---------|
|                | Left                     | Thru   | Right  | Left                        | Thru   | Right  | Left                     | Thru   | Right  | Left                        | Thru   | Right |         |         |
| 4:30pm         | 37                       | 51     | 35     | 7                           | 104    | 38     | 20                       | 52     | 20     | 45                          | 142    | 25    | 576     | 0.2401  |
| 4:45pm         | 43                       | 54     | 24     | 9                           | 98     | 40     | 23                       | 68     | 26     | 40                          | 152    | 23    | 600     | 0.2501  |
| 5:00pm         | 30                       | 51     | 28     | 10                          | 92     | 38     | 17                       | 66     | 31     | 48                          | 163    | 34    | 608     | 0.2534  |
| 5:15pm         | 35                       | 50     | 32     | 11                          | 99     | 46     | 17                       | 68     | 30     | 50                          | 152    | 25    | 615     | 0.2564  |
| Hourly Total   | 145                      | 206    | 119    | 37                          | 393    | 162    | 77                       | 254    | 107    | 183                         | 609    | 107   | 2399    | 1       |
| Hourly Total % | 0.3085                   | 0.4383 | 0.2532 | 0.0625                      | 0.6639 | 0.2736 | 0.1758                   | 0.5799 | 0.2443 | 0.2036                      | 0.6774 | 0.119 | INT PHF |         |
| PHF            | 0.84                     | 0.95   | 0.85   | 0.84                        | 0.94   | 0.88   | 0.84                     | 0.93   | 0.86   | 0.92                        | 0.93   | 0.79  | 0.98    |         |

187\_Greenfield\_Ave\_Howe\_Rd

Weekday, Peak AM

|                |  | East Greenfield (Westbound) |        | South Howe (Northbound) |        | West Greenfield (Eastbound) |        |         |         |
|----------------|--|-----------------------------|--------|-------------------------|--------|-----------------------------|--------|---------|---------|
|                |  | Left                        | Thru   | Left                    | Right  | Thru                        | Right  | Total   | Total % |
| 7:15am         |  | 42                          | 108    | 18                      | 23     | 34                          | 4      | 229     | 0.232   |
| 7:30am         |  | 63                          | 95     | 28                      | 22     | 43                          | 8      | 259     | 0.2624  |
| 7:45am         |  | 46                          | 136    | 20                      | 12     | 44                          | 7      | 265     | 0.2685  |
| 8:00am         |  | 38                          | 108    | 14                      | 13     | 54                          | 7      | 234     | 0.2371  |
| Hourly Total   |  | 189                         | 447    | 80                      | 70     | 175                         | 26     | 987     | 1       |
| Hourly Total % |  | 0.2972                      | 0.7028 | 0.5333                  | 0.4667 | 0.8706                      | 0.1294 | INT PHF |         |
| PHF            |  | 0.75                        | 0.82   | 0.71                    | 0.76   | 0.81                        | 0.81   | 0.93    |         |

Weekday, Peak PM

|                |  | East Greenfield (Westbound) |        | South Howe (Northbound) |        | West Greenfield (Eastbound) |       |         |         |
|----------------|--|-----------------------------|--------|-------------------------|--------|-----------------------------|-------|---------|---------|
|                |  | Left                        | Thru   | Left                    | Right  | Thru                        | Right | Total   | Total % |
| 4:30pm         |  | 34                          | 122    | 24                      | 57     | 150                         | 16    | 403     | 0.2494  |
| 4:45pm         |  | 30                          | 113    | 23                      | 48     | 161                         | 18    | 393     | 0.2432  |
| 5:00pm         |  | 26                          | 107    | 23                      | 61     | 179                         | 28    | 424     | 0.2624  |
| 5:15pm         |  | 27                          | 115    | 18                      | 56     | 160                         | 20    | 396     | 0.245   |
| Hourly Total   |  | 117                         | 457    | 88                      | 222    | 650                         | 82    | 1616    | 1       |
| Hourly Total % |  | 0.2038                      | 0.7962 | 0.2839                  | 0.7161 | 0.888                       | 0.112 | INT PHF |         |
| PHF            |  | 0.86                        | 0.94   | 0.92                    | 0.91   | 0.91                        | 0.73  | 0.95    |         |

| Weekday, Peak AM |                               |        |        |                             |        |        |                               |        |        |                             |        |        |         |         |
|------------------|-------------------------------|--------|--------|-----------------------------|--------|--------|-------------------------------|--------|--------|-----------------------------|--------|--------|---------|---------|
|                  | North Cumberland (Southbound) |        |        | East Greenfield (Westbound) |        |        | South Cumberland (Northbound) |        |        | West Greenfield (Eastbound) |        |        | Total   | Total % |
|                  | Left                          | Thru   | Right  | Left                        | Thru   | Right  | Left                          | Thru   | Right  | Left                        | Thru   | Right  |         |         |
| 7:45am           | 3                             | 44     | 16     | 56                          | 143    | 5      | 50                            | 20     | 8      | 3                           | 47     | 80     | 475     | 0.2846  |
| 8:00am           | 3                             | 31     | 13     | 29                          | 119    | 4      | 41                            | 16     | 12     | 3                           | 54     | 99     | 424     | 0.254   |
| 8:15am           | 3                             | 18     | 13     | 20                          | 124    | 3      | 44                            | 25     | 10     | 4                           | 46     | 80     | 390     | 0.2337  |
| 8:30am           | 4                             | 15     | 14     | 11                          | 107    | 5      | 50                            | 30     | 7      | 4                           | 62     | 71     | 380     | 0.2277  |
| Hourly Total     | 13                            | 108    | 56     | 116                         | 493    | 17     | 185                           | 91     | 37     | 14                          | 209    | 330    | 1669    | 1       |
| Hourly Total %   | 0.0734                        | 0.6102 | 0.3164 | 0.1853                      | 0.7875 | 0.0272 | 0.5911                        | 0.2907 | 0.1182 | 0.0253                      | 0.3779 | 0.5967 | INT PHF |         |
| PHF              | 0.81                          | 0.61   | 0.88   | 0.52                        | 0.86   | 0.85   | 0.93                          | 0.76   | 0.77   | 0.88                        | 0.84   | 0.83   | 0.88    |         |

| Weekday, Peak PM |                               |        |        |                             |        |        |                               |        |        |                             |       |       |         |         |
|------------------|-------------------------------|--------|--------|-----------------------------|--------|--------|-------------------------------|--------|--------|-----------------------------|-------|-------|---------|---------|
|                  | North Cumberland (Southbound) |        |        | East Greenfield (Westbound) |        |        | South Cumberland (Northbound) |        |        | West Greenfield (Eastbound) |       |       | Total   | Total % |
|                  | Left                          | Thru   | Right  | Left                        | Thru   | Right  | Left                          | Thru   | Right  | Left                        | Thru  | Right |         |         |
| 4:30pm           | 13                            | 26     | 11     | 19                          | 138    | 13     | 98                            | 44     | 36     | 17                          | 149   | 70    | 634     | 0.2464  |
| 4:45pm           | 12                            | 24     | 12     | 27                          | 123    | 15     | 108                           | 44     | 31     | 15                          | 157   | 69    | 637     | 0.2476  |
| 5:00pm           | 12                            | 29     | 12     | 17                          | 123    | 12     | 107                           | 45     | 37     | 19                          | 181   | 71    | 665     | 0.2585  |
| 5:15pm           | 15                            | 26     | 10     | 16                          | 125    | 12     | 107                           | 43     | 31     | 16                          | 166   | 70    | 637     | 0.2476  |
| Hourly Total     | 52                            | 105    | 45     | 79                          | 509    | 52     | 420                           | 176    | 135    | 67                          | 653   | 280   | 2573    | 1       |
| Hourly Total %   | 0.2574                        | 0.5198 | 0.2228 | 0.1234                      | 0.7953 | 0.0812 | 0.5746                        | 0.2408 | 0.1847 | 0.067                       | 0.653 | 0.28  | INT PHF |         |
| PHF              | 0.87                          | 0.91   | 0.94   | 0.73                        | 0.92   | 0.87   | 0.97                          | 0.98   | 0.91   | 0.88                        | 0.9   | 0.99  | 0.97    |         |

189\_160th\_St\_River\_Rd

| Weekday, Peak AM |                          |        |        |                        |      |       |                          |        |       |                        |      |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|------|-------|--------------------------|--------|-------|------------------------|------|--------|---------|---------|
|                  | North River (Southbound) |        |        | East 160th (Westbound) |      |       | South River (Northbound) |        |       | West 160th (Eastbound) |      |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru | Right | Left                     | Thru   | Right | Left                   | Thru | Right  |         |         |
| 7:15am           | 0                        | 62     | 2      | 0                      | 0    | 0     | 8                        | 27     | 0     | 4                      | 0    | 23     | 126     | 0.2368  |
| 7:30am           | 0                        | 73     | 4      | 0                      | 0    | 0     | 5                        | 25     | 0     | 9                      | 0    | 16     | 132     | 0.2481  |
| 7:45am           | 0                        | 53     | 4      | 0                      | 0    | 0     | 5                        | 44     | 0     | 12                     | 0    | 17     | 135     | 0.2538  |
| 8:00am           | 0                        | 54     | 4      | 0                      | 0    | 0     | 4                        | 20     | 0     | 23                     | 0    | 34     | 139     | 0.2613  |
| Hourly Total     | 0                        | 242    | 14     | 0                      | 0    | 0     | 22                       | 116    | 0     | 48                     | 0    | 90     | 532     | 1       |
| Hourly Total %   | 0                        | 0.9453 | 0.0547 | 0                      | 0    | 0     | 0.1594                   | 0.8406 | 0     | 0.3478                 | 0    | 0.6522 | INT PHF |         |
| PHF              | 0                        | 0.83   | 0.88   | 0                      | 0    | 0     | 0.69                     | 0.66   | 0     | 0.52                   | 0    | 0.66   | 0.96    |         |

| Weekday, Peak PM |                          |        |        |                        |      |       |                          |        |       |                        |      |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|------|-------|--------------------------|--------|-------|------------------------|------|--------|---------|---------|
|                  | North River (Southbound) |        |        | East 160th (Westbound) |      |       | South River (Northbound) |        |       | West 160th (Eastbound) |      |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru | Right | Left                     | Thru   | Right | Left                   | Thru | Right  |         |         |
| 4:45pm           | 0                        | 29     | 6      | 0                      | 0    | 1     | 87                       | 79     | 0     | 6                      | 0    | 22     | 230     | 0.2623  |
| 5:00pm           | 0                        | 37     | 8      | 0                      | 0    | 0     | 76                       | 79     | 0     | 9                      | 0    | 30     | 239     | 0.2725  |
| 5:15pm           | 0                        | 51     | 10     | 0                      | 0    | 0     | 49                       | 65     | 0     | 13                     | 0    | 28     | 216     | 0.2463  |
| 5:30pm           | 0                        | 43     | 11     | 0                      | 0    | 0     | 37                       | 62     | 0     | 12                     | 0    | 27     | 192     | 0.2189  |
| Hourly Total     | 0                        | 160    | 35     | 0                      | 0    | 1     | 249                      | 285    | 0     | 40                     | 0    | 107    | 877     | 1       |
| Hourly Total %   | 0                        | 0.8205 | 0.1795 | 0                      | 0    | 1     | 0.4663                   | 0.5337 | 0     | 0.2721                 | 0    | 0.7279 | INT PHF |         |
| PHF              | 0                        | 0.78   | 0.8    | 0                      | 0    | 0.25  | 0.72                     | 0.9    | 0     | 0.77                   | 0    | 0.89   | 0.92    |         |



190\_160th\_St\_Cherry\_Tree\_Rd

Weekday, Peak AM

|                | North Cherry (Southbound) |        | East 160th (Westbound) |        | South Cherry (Northbound) |        | Total   | Total % |
|----------------|---------------------------|--------|------------------------|--------|---------------------------|--------|---------|---------|
|                | Left                      | Thru   | Left                   | Right  | Thru                      | Right  |         |         |
| 7:15am         | 21                        | 1      | 9                      | 11     | 6                         | 2      | 50      | 0.25    |
| 7:30am         | 16                        | 2      | 5                      | 9      | 10                        | 6      | 48      | 0.24    |
| 7:45am         | 19                        | 2      | 1                      | 8      | 8                         | 3      | 41      | 0.205   |
| 8:00am         | 43                        | 4      | 0                      | 6      | 7                         | 1      | 61      | 0.305   |
| Hourly Total   | 99                        | 9      | 15                     | 34     | 31                        | 12     | 200     | 1       |
| Hourly Total % | 0.9167                    | 0.0833 | 0.3061                 | 0.6939 | 0.7209                    | 0.2791 | INT PHF |         |
| PHF            | 0.58                      | 0.56   | 0.42                   | 0.77   | 0.78                      | 0.5    | 0.82    |         |

Weekday, Peak PM

|                | North Cherry (Southbound) |        | East 160th (Westbound) |        | South Cherry (Northbound) |        | Total   | Total % |
|----------------|---------------------------|--------|------------------------|--------|---------------------------|--------|---------|---------|
|                | Left                      | Thru   | Left                   | Right  | Thru                      | Right  |         |         |
| 4:45pm         | 23                        | 7      | 2                      | 86     | 19                        | 6      | 143     | 0.2734  |
| 5:00pm         | 33                        | 9      | 0                      | 82     | 20                        | 4      | 148     | 0.283   |
| 5:15pm         | 34                        | 13     | 3                      | 58     | 14                        | 4      | 126     | 0.2409  |
| 5:30pm         | 30                        | 14     | 5                      | 38     | 15                        | 4      | 106     | 0.2027  |
| Hourly Total   | 120                       | 43     | 10                     | 264    | 68                        | 18     | 523     | 1       |
| Hourly Total % | 0.7362                    | 0.2638 | 0.0365                 | 0.9635 | 0.7907                    | 0.2093 | INT PHF |         |
| PHF            | 0.88                      | 0.77   | 0.5                    | 0.77   | 0.85                      | 0.75   | 0.88    |         |

191\_156th\_St\_Hazel\_Dell\_Rd

Weekday, Peak AM

|                | North Hazel (Southbound) |        | South Hazel (Northbound) |        | West 156th (Eastbound) |       | Total   | Total % |
|----------------|--------------------------|--------|--------------------------|--------|------------------------|-------|---------|---------|
|                | Thru                     | Right  | Left                     | Thru   | Left                   | Right |         |         |
| 7:15am         | 281                      | 3      | 7                        | 115    | 2                      | 2     | 410     | 0.25    |
| 7:30am         | 286                      | 3      | 11                       | 127    | 5                      | 1     | 433     | 0.264   |
| 7:45am         | 262                      | 6      | 11                       | 118    | 4                      | 2     | 403     | 0.2457  |
| 8:00am         | 267                      | 5      | 10                       | 107    | 2                      | 3     | 394     | 0.2402  |
| Hourly Total   | 1096                     | 17     | 39                       | 467    | 13                     | 8     | 1640    | 1       |
| Hourly Total % | 0.9847                   | 0.0153 | 0.0771                   | 0.9229 | 0.619                  | 0.381 | INT PHF |         |
| PHF            | 0.96                     | 0.71   | 0.89                     | 0.92   | 0.65                   | 0.67  | 0.95    |         |

Weekday, Peak PM

|                | North Hazel (Southbound) |       | South Hazel (Northbound) |        | West 156th (Eastbound) |        | Total   | Total % |
|----------------|--------------------------|-------|--------------------------|--------|------------------------|--------|---------|---------|
|                | Thru                     | Right | Left                     | Thru   | Left                   | Right  |         |         |
| 4:45pm         | 207                      | 2     | 19                       | 354    | 5                      | 16     | 603     | 0.2426  |
| 5:00pm         | 222                      | 3     | 15                       | 337    | 6                      | 23     | 606     | 0.2438  |
| 5:15pm         | 219                      | 2     | 10                       | 395    | 6                      | 18     | 650     | 0.2615  |
| 5:30pm         | 247                      | 2     | 8                        | 345    | 9                      | 16     | 627     | 0.2522  |
| Hourly Total   | 895                      | 9     | 52                       | 1431   | 26                     | 73     | 2486    | 1       |
| Hourly Total % | 0.99                     | 0.01  | 0.0351                   | 0.9649 | 0.2626                 | 0.7374 | INT PHF |         |
| PHF            | 0.91                     | 0.75  | 0.68                     | 0.91   | 0.72                   | 0.79   | 0.96    |         |

192\_156th\_St\_Gray\_Rd

| Weekday, Peak AM |                         |        |        |                        |        |        |                         |        |        |                                 |      |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|--------|---------------------------------|------|--------|---------|---------|
|                  | North Gray (Southbound) |        |        | East 156th (Westbound) |        |        | South Gray (Northbound) |        |        | West Golf Club Blvd (Eastbound) |      |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right  | Left                            | Thru | Right  |         |         |
| 8:15am           | 0                       | 58     | 2      | 13                     | 1      | 2      | 1                       | 31     | 4      | 1                               | 0    | 3      | 116     | 0.2654  |
| 8:30am           | 0                       | 41     | 2      | 17                     | 1      | 4      | 1                       | 20     | 5      | 1                               | 1    | 3      | 96      | 0.2197  |
| 8:45am           | 0                       | 53     | 2      | 12                     | 1      | 2      | 1                       | 42     | 4      | 1                               | 3    | 5      | 126     | 0.2883  |
| 9:00am           | 0                       | 39     | 1      | 8                      | 1      | 1      | 2                       | 34     | 3      | 1                               | 3    | 6      | 99      | 0.2265  |
| Hourly Total     | 0                       | 191    | 7      | 50                     | 4      | 9      | 5                       | 127    | 16     | 4                               | 7    | 17     | 437     | 1       |
| Hourly Total %   | 0                       | 0.9646 | 0.0354 | 0.7937                 | 0.0635 | 0.1429 | 0.0338                  | 0.8581 | 0.1081 | 0.1429                          | 0.25 | 0.6071 | INT PHF |         |
| PHF              | 0                       | 0.82   | 0.88   | 0.74                   | 1      | 0.56   | 0.62                    | 0.76   | 0.8    | 1                               | 0.58 | 0.71   | 0.87    |         |

| Weekday, Peak PM |                         |        |        |                        |        |        |                         |        |        |                                 |        |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|--------|---------------------------------|--------|--------|---------|---------|
|                  | North Gray (Southbound) |        |        | East 156th (Westbound) |        |        | South Gray (Northbound) |        |        | West Golf Club Blvd (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right  | Left                            | Thru   | Right  |         |         |
| 4:45pm           | 3                       | 57     | 2      | 8                      | 2      | 5      | 3                       | 77     | 17     | 1                               | 2      | 4      | 181     | 0.2323  |
| 5:00pm           | 4                       | 64     | 3      | 7                      | 2      | 8      | 4                       | 81     | 22     | 1                               | 1      | 4      | 201     | 0.258   |
| 5:15pm           | 3                       | 77     | 3      | 7                      | 3      | 4      | 4                       | 77     | 26     | 2                               | 1      | 4      | 211     | 0.2709  |
| 5:30pm           | 1                       | 57     | 2      | 9                      | 2      | 1      | 4                       | 76     | 26     | 2                               | 1      | 5      | 186     | 0.2388  |
| Hourly Total     | 11                      | 255    | 10     | 31                     | 9      | 18     | 15                      | 311    | 91     | 6                               | 5      | 17     | 779     | 1       |
| Hourly Total %   | 0.0399                  | 0.9239 | 0.0362 | 0.5345                 | 0.1552 | 0.3103 | 0.036                   | 0.7458 | 0.2182 | 0.2143                          | 0.1786 | 0.6071 | INT PHF |         |
| PHF              | 0.69                    | 0.83   | 0.83   | 0.86                   | 0.75   | 0.56   | 0.94                    | 0.96   | 0.88   | 0.75                            | 0.62   | 0.85   | 0.92    |         |

193\_Noble\_Crossing\_Pkwy\_Hazel\_Dell\_Rd

| Weekday, Peak AM |                          |        |        |                        |        |        |                          |        |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Hazel (Southbound) |        |        | East Noble (Westbound) |        |        | South Hazel (Northbound) |        |        | West Noble (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am           | 9                        | 249    | 13     | 24                     | 3      | 15     | 35                       | 91     | 0      | 14                     | 1      | 21     | 475     | 0.2604  |
| 7:30am           | 6                        | 256    | 12     | 14                     | 2      | 18     | 16                       | 96     | 2      | 24                     | 3      | 33     | 482     | 0.2643  |
| 7:45am           | 4                        | 250    | 10     | 14                     | 3      | 15     | 9                        | 93     | 3      | 15                     | 2      | 24     | 442     | 0.2423  |
| 8:00am           | 5                        | 246    | 9      | 22                     | 3      | 13     | 6                        | 87     | 3      | 10                     | 1      | 20     | 425     | 0.233   |
| Hourly Total     | 24                       | 1001   | 44     | 74                     | 11     | 61     | 66                       | 367    | 8      | 63                     | 7      | 98     | 1824    | 1       |
| Hourly Total %   | 0.0225                   | 0.9364 | 0.0412 | 0.5068                 | 0.0753 | 0.4178 | 0.1497                   | 0.8322 | 0.0181 | 0.375                  | 0.0417 | 0.5833 | INT PHF |         |
| PHF              | 0.67                     | 0.98   | 0.85   | 0.77                   | 0.92   | 0.85   | 0.47                     | 0.96   | 0.67   | 0.66                   | 0.58   | 0.74   | 0.95    |         |

| Weekday, Peak PM |                          |        |        |                        |        |        |                          |        |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Hazel (Southbound) |        |        | East Noble (Westbound) |        |        | South Hazel (Northbound) |        |        | West Noble (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 20                       | 188    | 9      | 7                      | 0      | 20     | 15                       | 329    | 11     | 17                     | 2      | 16     | 634     | 0.2436  |
| 5:00pm           | 19                       | 209    | 8      | 6                      | 0      | 32     | 19                       | 298    | 12     | 19                     | 2      | 19     | 643     | 0.247   |
| 5:15pm           | 18                       | 201    | 7      | 7                      | 1      | 32     | 22                       | 335    | 15     | 22                     | 2      | 16     | 678     | 0.2605  |
| 5:30pm           | 18                       | 233    | 7      | 6                      | 1      | 24     | 15                       | 302    | 14     | 13                     | 3      | 12     | 648     | 0.2489  |
| Hourly Total     | 75                       | 831    | 31     | 26                     | 2      | 108    | 71                       | 1264   | 52     | 71                     | 9      | 63     | 2603    | 1       |
| Hourly Total %   | 0.08                     | 0.8869 | 0.0331 | 0.1912                 | 0.0147 | 0.7941 | 0.0512                   | 0.9113 | 0.0375 | 0.4965                 | 0.0629 | 0.4406 | INT PHF |         |
| PHF              | 0.94                     | 0.89   | 0.86   | 0.93                   | 0.5    | 0.84   | 0.81                     | 0.94   | 0.87   | 0.81                   | 0.75   | 0.83   | 0.96    |         |

| Weekday, Peak AM |                           |      |        |                             |        |        |                           |      |       |                             |        |       |       |         |
|------------------|---------------------------|------|--------|-----------------------------|--------|--------|---------------------------|------|-------|-----------------------------|--------|-------|-------|---------|
|                  | North Summer (Southbound) |      |        | East Greenfield (Westbound) |        |        | South Summer (Northbound) |      |       | West Greenfield (Eastbound) |        |       | Total | Total % |
|                  | Left                      | Thru | Right  | Left                        | Thru   | Right  | Left                      | Thru | Right | Left                        | Thru   | Right |       |         |
| 7:30am           | 37                        | 0    | 11     | 1                           | 99     | 1      | 7                         | 0    | 1     | 2                           | 51     | 0     | 210   | 0.2749  |
| 7:45am           | 24                        | 0    | 18     | 2                           | 96     | 3      | 4                         | 0    | 2     | 4                           | 38     | 0     | 191   | 0.25    |
| 8:00am           | 15                        | 0    | 14     | 2                           | 87     | 3      | 1                         | 0    | 1     | 6                           | 45     | 0     | 174   | 0.2277  |
| 8:15am           | 10                        | 0    | 10     | 2                           | 97     | 4      | 0                         | 0    | 0     | 7                           | 59     | 0     | 189   | 0.2474  |
| Hourly Total     | 86                        | 0    | 53     | 7                           | 379    | 11     | 12                        | 0    | 4     | 19                          | 193    | 0     | 764   | 1       |
| Hourly Total %   | 0.6187                    | 0    | 0.3813 | 0.0176                      | 0.9547 | 0.0277 | 0.75                      | 0    | 0.25  | 0.0896                      | 0.9104 | 0     | INT   | PHF     |
| PHF              | 0.58                      | 0    | 0.74   | 0.88                        | 0.96   | 0.69   | 0.43                      | 0    | 0.5   | 0.68                        | 0.82   | 0     | 0.91  |         |

| Weekday, Peak PM |                           |      |        |                             |        |        |                           |      |       |                             |        |        |         |         |
|------------------|---------------------------|------|--------|-----------------------------|--------|--------|---------------------------|------|-------|-----------------------------|--------|--------|---------|---------|
|                  | North Summer (Southbound) |      |        | East Greenfield (Westbound) |        |        | South Summer (Northbound) |      |       | West Greenfield (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru | Right  | Left                        | Thru   | Right  | Left                      | Thru | Right | Left                        | Thru   | Right  |         |         |
| 4:45pm           | 17                        | 0    | 8      | 3                           | 119    | 22     | 1                         | 0    | 0     | 15                          | 156    | 3      | 344     | 0.256   |
| 5:00pm           | 14                        | 0    | 12     | 2                           | 111    | 20     | 1                         | 0    | 0     | 19                          | 154    | 3      | 336     | 0.25    |
| 5:15pm           | 11                        | 0    | 11     | 2                           | 122    | 29     | 0                         | 0    | 1     | 15                          | 154    | 3      | 348     | 0.2589  |
| 5:30pm           | 12                        | 0    | 8      | 2                           | 118    | 30     | 0                         | 0    | 2     | 13                          | 129    | 2      | 316     | 0.2351  |
| Hourly Total     | 54                        | 0    | 39     | 9                           | 470    | 101    | 2                         | 0    | 3     | 62                          | 593    | 11     | 1344    | 1       |
| Hourly Total %   | 0.5806                    | 0    | 0.4194 | 0.0155                      | 0.8103 | 0.1741 | 0.4                       | 0    | 0.6   | 0.0931                      | 0.8904 | 0.0165 | INT PHF |         |
| PHF              | 0.79                      | 0    | 0.81   | 0.75                        | 0.96   | 0.84   | 0.5                       | 0    | 0.38  | 0.82                        | 0.95   | 0.92   | 0.97    |         |

| Weekday, Peak AM |        |                             |      |       |                        |        |        |                             |      |       |                        |      |       |         |         |
|------------------|--------|-----------------------------|------|-------|------------------------|--------|--------|-----------------------------|------|-------|------------------------|------|-------|---------|---------|
|                  |        | North Atlantic (Southbound) |      |       | East 146th (Westbound) |        |        | South Atlantic (Northbound) |      |       | West 146th (Eastbound) |      |       | Total   | Total % |
|                  |        | Left                        | Thru | Right | Left                   | Thru   | Right  | Left                        | Thru | Right | Left                   | Thru | Right |         |         |
|                  | 6:30am | 3                           | 0    | 0     | 0                      | 0      | 3      | 0                           | 0    | 0     | 0                      | 3    | 0     | 9       | 0.2727  |
|                  | 6:45am | 2                           | 0    | 0     | 0                      | 1      | 3      | 0                           | 0    | 0     | 0                      | 8    | 0     | 14      | 0.4242  |
|                  | 7:00am | 1                           | 0    | 0     | 0                      | 1      | 0      | 0                           | 0    | 0     | 0                      | 4    | 0     | 6       | 0.1818  |
|                  | 7:15am | 1                           | 0    | 0     | 0                      | 1      | 0      | 0                           | 0    | 0     | 0                      | 2    | 0     | 4       | 0.1212  |
| Hourly Total     |        | 7                           | 0    | 0     | 0                      | 3      | 6      | 0                           | 0    | 0     | 0                      | 17   | 0     | 33      | 1       |
| Hourly Total %   |        | 1                           | 0    | 0     | 0                      | 0.3333 | 0.6667 | 0                           | 0    | 0     | 0                      | 1    | 0     | INT PHF |         |
| PHF              |        | 0.58                        | 0    | 0     | 0                      | 0.75   | 0.5    | 0                           | 0    | 0     | 0                      | 0.53 | 0     | 0.59    |         |

| Weekday, Peak PM |                             |      |        |                        |        |        |                             |      |       |                        |      |       |         |         |
|------------------|-----------------------------|------|--------|------------------------|--------|--------|-----------------------------|------|-------|------------------------|------|-------|---------|---------|
|                  | North Atlantic (Southbound) |      |        | East 146th (Westbound) |        |        | South Atlantic (Northbound) |      |       | West 146th (Eastbound) |      |       | Total   | Total % |
|                  | Left                        | Thru | Right  | Left                   | Thru   | Right  | Left                        | Thru | Right | Left                   | Thru | Right |         |         |
| 4:15pm           | 0                           | 0    | 0      | 0                      | 6      | 4      | 0                           | 0    | 0     | 2                      | 3    | 0     | 15      | 0.2679  |
| 4:30pm           | 0                           | 0    | 2      | 0                      | 7      | 2      | 0                           | 0    | 0     | 3                      | 3    | 0     | 17      | 0.3036  |
| 4:45pm           | 1                           | 0    | 2      | 0                      | 5      | 1      | 0                           | 0    | 0     | 2                      | 3    | 0     | 14      | 0.25    |
| 5:00pm           | 1                           | 0    | 1      | 0                      | 3      | 1      | 0                           | 0    | 0     | 1                      | 3    | 0     | 10      | 0.1786  |
| Hourly Total     | 2                           | 0    | 5      | 0                      | 21     | 8      | 0                           | 0    | 0     | 8                      | 12   | 0     | 56      | 1       |
| Hourly Total %   | 0.2857                      | 0    | 0.7143 | 0                      | 0.7241 | 0.2759 | 0                           | 0    | 0     | 0.4                    | 0.6  | 0     | INT PHF |         |
| PHF              | 0.5                         | 0    | 0.62   | 0                      | 0.75   | 0.5    | 0                           | 0    | 0     | 0.67                   | 1    | 0     | 0.82    |         |

## Weekday, Peak AM

|                | North Cyntheanne (Southbound) |      |       | East 146th (Westbound) |      |       | South Cyntheanne (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|----------------|-------------------------------|------|-------|------------------------|------|-------|-------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                          | Thru | Right | Left                   | Thru | Right | Left                          | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:30am         | 0                             | 9    | 0     | 0                      | 1    | 0     | 5                             | 44     | 1      | 0                      | 0      | 1      | 61      | 0.3128  |
| 7:45am         | 0                             | 14   | 0     | 0                      | 1    | 0     | 4                             | 20     | 0      | 0                      | 1      | 1      | 41      | 0.2103  |
| 8:00am         | 0                             | 25   | 0     | 0                      | 2    | 0     | 3                             | 20     | 0      | 0                      | 1      | 2      | 53      | 0.2718  |
| 8:15am         | 0                             | 15   | 0     | 0                      | 2    | 0     | 5                             | 13     | 0      | 0                      | 1      | 4      | 40      | 0.2051  |
| Hourly Total   | 0                             | 63   | 0     | 0                      | 6    | 0     | 17                            | 97     | 1      | 0                      | 3      | 8      | 195     | 1       |
| Hourly Total % | 0                             | 1    | 0     | 0                      | 1    | 0     | 0.1478                        | 0.8435 | 0.0087 | 0                      | 0.2727 | 0.7273 | INT PHF |         |
| PHF            | 0                             | 0.63 | 0     | 0                      | 0.75 | 0     | 0.85                          | 0.55   | 0.25   | 0                      | 0.75   | 0.5    | 0.80    |         |

## Weekday, Peak PM

|                | North Cyntheanne (Southbound) |        |        | East 146th (Westbound) |      |       | South Cyntheanne (Northbound) |      |       | West 146th (Eastbound) |      |       | Total   | Total % |
|----------------|-------------------------------|--------|--------|------------------------|------|-------|-------------------------------|------|-------|------------------------|------|-------|---------|---------|
|                | Left                          | Thru   | Right  | Left                   | Thru | Right | Left                          | Thru | Right | Left                   | Thru | Right |         |         |
| 4:30pm         | 0                             | 23     | 0      | 1                      | 2    | 0     | 3                             | 25   | 0     | 2                      | 6    | 5     | 67      | 0.2548  |
| 4:45pm         | 0                             | 34     | 0      | 0                      | 3    | 0     | 2                             | 16   | 0     | 2                      | 5    | 6     | 68      | 0.2586  |
| 5:00pm         | 0                             | 30     | 1      | 0                      | 2    | 0     | 2                             | 19   | 0     | 1                      | 4    | 7     | 66      | 0.251   |
| 5:15pm         | 0                             | 24     | 1      | 0                      | 2    | 0     | 2                             | 21   | 0     | 1                      | 3    | 8     | 62      | 0.2357  |
| Hourly Total   | 0                             | 111    | 2      | 1                      | 9    | 0     | 9                             | 81   | 0     | 6                      | 18   | 26    | 263     | 1       |
| Hourly Total % | 0                             | 0.9823 | 0.0177 | 0.1                    | 0.9  | 0     | 0.1                           | 0.9  | 0     | 0.12                   | 0.36 | 0.52  | INT PHF |         |
| PHF            | 0                             | 0.82   | 0.5    | 0.25                   | 0.75 | 0     | 0.75                          | 0.81 | 0     | 0.75                   | 0.75 | 0.81  | 0.97    |         |

197\_146th\_St\_Prairie\_Baptist\_Rd

| Weekday, Peak AM |                            |      |       |                        |        |        |                            |      |       |                        |        |       |         |         |
|------------------|----------------------------|------|-------|------------------------|--------|--------|----------------------------|------|-------|------------------------|--------|-------|---------|---------|
|                  | North Prairie (Southbound) |      |       | East 146th (Westbound) |        |        | South Prairie (Northbound) |      |       | West 146th (Eastbound) |        |       | Total   | Total % |
|                  | Left                       | Thru | Right | Left                   | Thru   | Right  | Left                       | Thru | Right | Left                   | Thru   | Right |         |         |
| 6:45am           | 0                          | 27   | 6     | 0                      | 5      | 4      | 0                          | 5    | 0     | 2                      | 0      | 0     | 49      | 0.2692  |
| 7:00am           | 0                          | 15   | 5     | 0                      | 4      | 2      | 0                          | 4    | 0     | 4                      | 0      | 0     | 34      | 0.1868  |
| 7:15am           | 0                          | 18   | 5     | 0                      | 5      | 0      | 0                          | 4    | 0     | 14                     | 1      | 0     | 47      | 0.2582  |
| 7:30am           | 0                          | 28   | 6     | 0                      | 7      | 0      | 0                          | 5    | 0     | 5                      | 1      | 0     | 52      | 0.2857  |
| Hourly Total     | 0                          | 88   | 22    | 0                      | 21     | 6      | 0                          | 18   | 0     | 25                     | 2      | 0     | 182     | 1       |
| Hourly Total %   | 0                          | 0.8  | 0.2   | 0                      | 0.7778 | 0.2222 | 0                          | 1    | 0     | 0.9259                 | 0.0741 | 0     | INT PHF |         |
| PHF              | 0                          | 0.79 | 0.92  | 0                      | 0.75   | 0.38   | 0                          | 0.9  | 0     | 0.45                   | 0.5    | 0     | 0.88    |         |

| Weekday, Peak PM |                            |        |        |                        |      |       |                            |        |        |                        |        |       |         |         |
|------------------|----------------------------|--------|--------|------------------------|------|-------|----------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                  | North Prairie (Southbound) |        |        | East 146th (Westbound) |      |       | South Prairie (Northbound) |        |        | West 146th (Eastbound) |        |       | Total   | Total % |
|                  | Left                       | Thru   | Right  | Left                   | Thru | Right | Left                       | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 4:15pm           | 0                          | 9      | 7      | 0                      | 6    | 0     | 0                          | 23     | 4      | 19                     | 10     | 0     | 78      | 0.2294  |
| 4:30pm           | 0                          | 12     | 5      | 1                      | 5    | 0     | 0                          | 29     | 5      | 48                     | 11     | 0     | 116     | 0.3412  |
| 4:45pm           | 0                          | 14     | 5      | 1                      | 6    | 0     | 0                          | 22     | 6      | 18                     | 9      | 0     | 81      | 0.2382  |
| 5:00pm           | 0                          | 10     | 5      | 0                      | 6    | 0     | 0                          | 18     | 6      | 12                     | 8      | 0     | 65      | 0.1912  |
| Hourly Total     | 0                          | 45     | 22     | 2                      | 23   | 0     | 0                          | 92     | 21     | 97                     | 38     | 0     | 340     | 1       |
| Hourly Total %   | 0                          | 0.6716 | 0.3284 | 0.08                   | 0.92 | 0     | 0                          | 0.8142 | 0.1858 | 0.7185                 | 0.2815 | 0     | INT PHF |         |
| PHF              | 0                          | 0.8    | 0.79   | 0.5                    | 0.96 | 0     | 0                          | 0.79   | 0.88   | 0.51                   | 0.86   | 0     | 0.73    |         |



198\_146th\_St\_Promise\_Rd

| Weekday, Peak AM |                |                            |        |        |                        |        |        |                            |        |        |                        |        |        |         |         |
|------------------|----------------|----------------------------|--------|--------|------------------------|--------|--------|----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  |                | North Promise (Southbound) |        |        | East 146th (Westbound) |        |        | South Promise (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  |                | Left                       | Thru   | Right  | Left                   | Thru   | Right  | Left                       | Thru   | Right  | Left                   | Thru   | Right  |         |         |
|                  | 7:15am         | 20                         | 35     | 37     | 6                      | 265    | 14     | 10                         | 18     | 5      | 22                     | 123    | 6      | 561     | 0.2448  |
|                  | 7:30am         | 28                         | 34     | 58     | 10                     | 303    | 16     | 21                         | 30     | 6      | 19                     | 130    | 4      | 659     | 0.2875  |
|                  | 7:45am         | 16                         | 57     | 43     | 11                     | 254    | 13     | 15                         | 22     | 6      | 16                     | 139    | 4      | 596     | 0.26    |
|                  | 8:00am         | 14                         | 33     | 36     | 8                      | 204    | 13     | 10                         | 16     | 5      | 13                     | 119    | 5      | 476     | 0.2077  |
|                  | Hourly Total   | 78                         | 159    | 174    | 35                     | 1026   | 56     | 56                         | 86     | 22     | 70                     | 511    | 19     | 2292    | 1       |
|                  | Hourly Total % | 0.1898                     | 0.3869 | 0.4234 | 0.0313                 | 0.9185 | 0.0501 | 0.3415                     | 0.5244 | 0.1341 | 0.1167                 | 0.8517 | 0.0317 | INT PHF |         |
|                  | PHF            | 0.7                        | 0.7    | 0.75   | 0.8                    | 0.85   | 0.88   | 0.67                       | 0.72   | 0.92   | 0.8                    | 0.92   | 0.79   | 0.87    |         |

| Weekday, Peak PM |                            |        |        |                        |        |        |                            |        |        |                        |        |        |         |         |
|------------------|----------------------------|--------|--------|------------------------|--------|--------|----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Promise (Southbound) |        |        | East 146th (Westbound) |        |        | South Promise (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  | Left                       | Thru   | Right  | Left                   | Thru   | Right  | Left                       | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 24                         | 42     | 24     | 7                      | 218    | 23     | 17                         | 43     | 7      | 61                     | 307    | 19     | 792     | 0.2396  |
| 4:45pm           | 24                         | 45     | 19     | 7                      | 238    | 27     | 13                         | 48     | 7      | 73                     | 277    | 45     | 823     | 0.2489  |
| 5:00pm           | 22                         | 32     | 23     | 8                      | 225    | 33     | 12                         | 64     | 6      | 58                     | 361    | 34     | 878     | 0.2656  |
| 5:15pm           | 22                         | 40     | 24     | 8                      | 219    | 30     | 15                         | 62     | 4      | 60                     | 311    | 18     | 813     | 0.2459  |
| Hourly Total     | 92                         | 159    | 90     | 30                     | 900    | 113    | 57                         | 217    | 24     | 252                    | 1256   | 116    | 3306    | 1       |
| Hourly Total %   | 0.2698                     | 0.4663 | 0.2639 | 0.0288                 | 0.8629 | 0.1083 | 0.1913                     | 0.7282 | 0.0805 | 0.1552                 | 0.7734 | 0.0714 | INT PHF |         |
| PHF              | 0.96                       | 0.88   | 0.94   | 0.94                   | 0.95   | 0.86   | 0.84                       | 0.85   | 0.86   | 0.86                   | 0.87   | 0.64   | 0.94    |         |

| Weekday, Peak AM |                |                               |        |       |                        |        |        |                               |        |        |                        |       |        |         |        |         |  |
|------------------|----------------|-------------------------------|--------|-------|------------------------|--------|--------|-------------------------------|--------|--------|------------------------|-------|--------|---------|--------|---------|--|
|                  |                | North Cumberland (Southbound) |        |       | East 146th (Westbound) |        |        | South Cumberland (Northbound) |        |        | West 146th (Eastbound) |       |        | Total   |        | Total % |  |
|                  |                | Left                          | Thru   | Right | Left                   | Thru   | Right  | Left                          | Thru   | Right  | Left                   | Thru  | Right  |         |        |         |  |
|                  | 7:30am         | 6                             | 61     | 16    | 25                     | 293    | 40     | 42                            | 53     | 18     | 64                     | 114   | 27     | 759     | 0.2846 |         |  |
|                  | 7:45am         | 8                             | 51     | 25    | 42                     | 258    | 30     | 23                            | 57     | 16     | 36                     | 116   | 20     | 682     | 0.2557 |         |  |
|                  | 8:00am         | 6                             | 69     | 40    | 36                     | 191    | 26     | 35                            | 38     | 19     | 27                     | 124   | 20     | 631     | 0.2366 |         |  |
|                  | 8:15am         | 5                             | 88     | 25    | 35                     | 183    | 17     | 20                            | 47     | 13     | 24                     | 121   | 17     | 595     | 0.2231 |         |  |
|                  | Hourly Total   | 25                            | 269    | 106   | 138                    | 925    | 113    | 120                           | 195    | 66     | 151                    | 475   | 84     | 2667    | 1      |         |  |
|                  | Hourly Total % | 0.0625                        | 0.6725 | 0.265 | 0.1173                 | 0.7866 | 0.0961 | 0.315                         | 0.5118 | 0.1732 | 0.2127                 | 0.669 | 0.1183 | INT PHF |        |         |  |
|                  | PHF            | 0.78                          | 0.76   | 0.66  | 0.82                   | 0.79   | 0.71   | 0.71                          | 0.86   | 0.87   | 0.59                   | 0.96  | 0.78   |         |        |         |  |

| Weekday, Peak PM |                               |        |        |                        |       |        |                               |        |        |                        |        |        |         |         |
|------------------|-------------------------------|--------|--------|------------------------|-------|--------|-------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Cumberland (Southbound) |        |        | East 146th (Westbound) |       |        | South Cumberland (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  | Left                          | Thru   | Right  | Left                   | Thru  | Right  | Left                          | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 37                            | 71     | 37     | 41                     | 188   | 13     | 37                            | 73     | 42     | 38                     | 293    | 28     | 898     | 0.2389  |
| 4:45pm           | 26                            | 84     | 24     | 44                     | 212   | 17     | 49                            | 81     | 42     | 44                     | 317    | 30     | 970     | 0.258   |
| 5:00pm           | 49                            | 84     | 37     | 51                     | 195   | 17     | 30                            | 73     | 51     | 43                     | 315    | 38     | 983     | 0.2615  |
| 5:15pm           | 30                            | 88     | 30     | 40                     | 195   | 17     | 34                            | 72     | 29     | 43                     | 296    | 34     | 908     | 0.2416  |
| Hourly Total     | 142                           | 327    | 128    | 176                    | 790   | 64     | 150                           | 299    | 164    | 168                    | 1221   | 130    | 3759    | 1       |
| Hourly Total %   | 0.2379                        | 0.5477 | 0.2144 | 0.1709                 | 0.767 | 0.0621 | 0.2447                        | 0.4878 | 0.2675 | 0.1106                 | 0.8038 | 0.0856 | INT PHF |         |
| PHF              | 0.72                          | 0.93   | 0.86   | 0.86                   | 0.93  | 0.94   | 0.77                          | 0.92   | 0.8    | 0.95                   | 0.96   | 0.86   | 0.96    |         |

## Weekday, Peak AM

|                | North Herriman (Southbound) |          |          | East 146th (Westbound) |          |         | South Herriman (Northbound) |      |       | West 146th (Eastbound) |          |          | Total   | Total %  |
|----------------|-----------------------------|----------|----------|------------------------|----------|---------|-----------------------------|------|-------|------------------------|----------|----------|---------|----------|
|                | Left                        | Thru     | Right    | Left                   | Thru     | Right   | Left                        | Thru | Right | Left                   | Thru     | Right    |         |          |
| 7:30am         | 19                          | 8        | 24       | 9                      | 426      | 72      | 1                           | 16   | 4     | 27                     | 275      | 6        | 887     | 28.71479 |
| 7:45am         | 19                          | 12       | 17       | 14                     | 376      | 61      | 3                           | 26   | 4     | 39                     | 278      | 11       | 860     | 27.84073 |
| 8:00am         | 23                          | 10       | 14       | 17                     | 331      | 25      | 4                           | 16   | 5     | 27                     | 218      | 10       | 700     | 22.66106 |
| 8:15am         | 17                          | 7        | 9        | 21                     | 287      | 25      | 4                           | 11   | 6     | 25                     | 224      | 6        | 642     | 20.78343 |
| Hourly Total   | 78                          | 37       | 64       | 61                     | 1420     | 183     | 12                          | 69   | 19    | 118                    | 995      | 33       | 3089    | 100      |
| Hourly Total % | 43.57542                    | 20.67039 | 35.75419 | 3.665865               | 85.33654 | 10.9976 | 12                          | 69   | 19    | 10.29668               | 86.82373 | 2.879581 | INT PHF |          |
| PHF            | 0.85                        | 0.77     | 0.67     | 0.73                   | 0.83     | 0.64    | 0.75                        | 0.66 | 0.79  | 0.76                   | 0.89     | 0.75     | 0.87    |          |

## Weekday, Peak PM

|                | North Herriman (Southbound) |          |         | East 146th (Westbound) |          |          | South Herriman (Northbound) |      |       | West 146th (Eastbound) |          |          | Total   | Total % |
|----------------|-----------------------------|----------|---------|------------------------|----------|----------|-----------------------------|------|-------|------------------------|----------|----------|---------|---------|
|                | Left                        | Thru     | Right   | Left                   | Thru     | Right    | Left                        | Thru | Right | Left                   | Thru     | Right    |         |         |
| 4:30pm         | 64                          | 8        | 46      | 6                      | 320      | 24       | 8                           | 20   | 17    | 15                     | 377      | 6        | 682     | 0.2381  |
| 4:45pm         | 51                          | 12       | 28      | 3                      | 363      | 38       | 7                           | 27   | 25    | 20                     | 398      | 6        | 784     | 0.2737  |
| 5:00pm         | 96                          | 23       | 78      | 3                      | 346      | 28       | 7                           | 26   | 18    | 21                     | 370      | 4        | 722     | 0.2521  |
| 5:15pm         | 52                          | 13       | 33      | 6                      | 336      | 36       | 5                           | 28   | 13    | 27                     | 404      | 4        | 676     | 0.236   |
| Hourly Total   | 263                         | 56       | 185     | 18                     | 1365     | 126      | 27                          | 101  | 73    | 83                     | 1549     | 20       | 2864    | 1       |
| Hourly Total % | 146.9274                    | 31.28492 | 103.352 | 1.081731               | 82.03125 | 7.572115 | 27                          | 101  | 73    | 7.242583               | 135.1658 | 1.745201 | INT PHF |         |
| PHF            | 0.68                        | 0.61     | 0.59    | 0.75                   | 0.94     | 0.83     | 0.84                        | 0.9  | 0.73  | 0.77                   | 0.96     | 0.83     | 0.91    |         |

## Weekday, Peak AM

|                | North Allisonville (Southbound) |        |        | East 146th (Westbound) |        |        | South Allisonville (Northbound) |        |        | West 146th (Eastbound) |        |       | Total   | Total % |
|----------------|---------------------------------|--------|--------|------------------------|--------|--------|---------------------------------|--------|--------|------------------------|--------|-------|---------|---------|
|                | Left                            | Thru   | Right  | Left                   | Thru   | Right  | Left                            | Thru   | Right  | Left                   | Thru   | Right |         |         |
| 7:15am         | 10                              | 50     | 39     | 22                     | 286    | 6      | 38                              | 25     | 11     | 57                     | 173    | 121   | 838     | 0.2163  |
| 7:30am         | 13                              | 61     | 52     | 45                     | 331    | 3      | 73                              | 31     | 25     | 45                     | 212    | 125   | 1016    | 0.2622  |
| 7:45am         | 20                              | 60     | 37     | 42                     | 357    | 3      | 62                              | 30     | 13     | 56                     | 264    | 134   | 1078    | 0.2782  |
| 8:00am         | 15                              | 72     | 34     | 35                     | 308    | 5      | 70                              | 40     | 6      | 27                     | 212    | 119   | 943     | 0.2434  |
| Hourly Total   | 58                              | 243    | 162    | 144                    | 1282   | 17     | 243                             | 126    | 55     | 185                    | 861    | 499   | 3875    | 1       |
| Hourly Total % | 0.1253                          | 0.5248 | 0.3499 | 0.0998                 | 0.8884 | 0.0118 | 0.5731                          | 0.2972 | 0.1297 | 0.1197                 | 0.5573 | 0.323 | INT PHF |         |
| PHF            | 0.72                            | 0.84   | 0.78   | 0.8                    | 0.9    | 0.71   | 0.83                            | 0.79   | 0.55   | 0.81                   | 0.82   | 0.93  | 0.90    |         |

## Weekday, Peak PM

|                | North Allisonville (Southbound) |        |        | East 146th (Westbound) |        |       | South Allisonville (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|----------------|---------------------------------|--------|--------|------------------------|--------|-------|---------------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                            | Thru   | Right  | Left                   | Thru   | Right | Left                            | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 25                              | 48     | 37     | 31                     | 318    | 12    | 163                             | 87     | 32     | 67                     | 330    | 121    | 1271    | 0.2523  |
| 5:00pm         | 16                              | 45     | 52     | 49                     | 285    | 11    | 179                             | 96     | 27     | 75                     | 344    | 107    | 1286    | 0.2553  |
| 5:15pm         | 13                              | 52     | 42     | 29                     | 285    | 11    | 190                             | 96     | 42     | 60                     | 316    | 141    | 1277    | 0.2535  |
| 5:30pm         | 17                              | 49     | 45     | 22                     | 287    | 12    | 139                             | 79     | 33     | 50                     | 349    | 121    | 1203    | 0.2388  |
| Hourly Total   | 71                              | 194    | 176    | 131                    | 1175   | 46    | 671                             | 358    | 134    | 252                    | 1339   | 490    | 5037    | 1       |
| Hourly Total % | 0.161                           | 0.4399 | 0.3991 | 0.0969                 | 0.8691 | 0.034 | 0.577                           | 0.3078 | 0.1152 | 0.1211                 | 0.6434 | 0.2355 | INT PHF |         |
| PHF            | 0.71                            | 0.93   | 0.85   | 0.67                   | 0.92   | 0.96  | 0.88                            | 0.93   | 0.8    | 0.84                   | 0.96   | 0.87   | 0.98    |         |

203\_146th\_St\_River\_Rd

| Weekday, Peak AM |                          |        |        |                        |        |        |                          |        |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North River (Southbound) |        |        | East 146th (Westbound) |        |        | South River (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am           | 56                       | 9      | 21     | 36                     | 273    | 22     | 6                        | 6      | 52     | 6                      | 239    | 1      | 727     | 0.2152  |
| 7:30am           | 48                       | 9      | 25     | 58                     | 368    | 24     | 6                        | 6      | 51     | 6                      | 290    | 1      | 892     | 0.264   |
| 7:45am           | 42                       | 9      | 18     | 64                     | 350    | 45     | 7                        | 7      | 41     | 7                      | 357    | 1      | 948     | 0.2806  |
| 8:00am           | 67                       | 8      | 13     | 52                     | 341    | 23     | 7                        | 4      | 28     | 6                      | 262    | 1      | 812     | 0.2403  |
| Hourly Total     | 213                      | 35     | 77     | 210                    | 1332   | 114    | 26                       | 23     | 172    | 25                     | 1148   | 4      | 3379    | 1       |
| Hourly Total %   | 0.6554                   | 0.1077 | 0.2369 | 0.1268                 | 0.8043 | 0.0688 | 0.1176                   | 0.1041 | 0.7783 | 0.0212                 | 0.9754 | 0.0034 | INT PHF |         |
| PHF              | 0.79                     | 0.97   | 0.77   | 0.82                   | 0.9    | 0.63   | 0.93                     | 0.82   | 0.83   | 0.89                   | 0.8    | 1      | 0.89    |         |

| Weekday, Peak PM |                          |        |        |                        |        |        |                          |        |        |                        |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North River (Southbound) |        |        | East 146th (Westbound) |        |        | South River (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 51                       | 8      | 12     | 33                     | 356    | 59     | 10                       | 15     | 94     | 18                     | 373    | 2      | 1031    | 0.2358  |
| 4:45pm           | 37                       | 11     | 11     | 40                     | 351    | 129    | 9                        | 15     | 106    | 20                     | 400    | 3      | 1132    | 0.2589  |
| 5:00pm           | 45                       | 12     | 12     | 43                     | 365    | 106    | 10                       | 20     | 83     | 19                     | 381    | 3      | 1099    | 0.2514  |
| 5:15pm           | 61                       | 12     | 13     | 58                     | 377    | 80     | 11                       | 17     | 111    | 17                     | 351    | 2      | 1110    | 0.2539  |
| Hourly Total     | 194                      | 43     | 48     | 174                    | 1449   | 374    | 40                       | 67     | 394    | 74                     | 1505   | 10     | 4372    | 1       |
| Hourly Total %   | 0.6807                   | 0.1509 | 0.1684 | 0.0871                 | 0.7256 | 0.1873 | 0.0798                   | 0.1337 | 0.7864 | 0.0466                 | 0.9471 | 0.0063 | INT PHF |         |
| PHF              | 0.8                      | 0.9    | 0.92   | 0.75                   | 0.96   | 0.72   | 0.91                     | 0.84   | 0.89   | 0.93                   | 0.94   | 0.83   | 0.97    |         |

204\_146th\_St\_Cherry\_Tree\_Rd

|  |                | Weekday, Peak AM          |        |        |                        |        |        |                           |        |        |                        |        |       | Total   |        | Total % |  |
|--|----------------|---------------------------|--------|--------|------------------------|--------|--------|---------------------------|--------|--------|------------------------|--------|-------|---------|--------|---------|--|
|  |                | North Cherry (Southbound) |        |        | East 146th (Westbound) |        |        | South Cherry (Northbound) |        |        | West 146th (Eastbound) |        |       |         |        |         |  |
|  |                | Left                      | Thru   | Right  | Left                   | Thru   | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right |         |        |         |  |
|  | 7:15am         | 48                        | 15     | 27     | 0                      | 399    | 4      | 8                         | 0      | 1      | 1                      | 294    | 0     | 797     | 0.235  |         |  |
|  | 7:30am         | 51                        | 15     | 21     | 0                      | 474    | 9      | 9                         | 1      | 1      | 2                      | 297    | 0     | 880     | 0.2595 |         |  |
|  | 7:45am         | 54                        | 8      | 26     | 0                      | 464    | 14     | 11                        | 1      | 2      | 3                      | 349    | 0     | 932     | 0.2748 |         |  |
|  | 8:00am         | 35                        | 4      | 25     | 0                      | 412    | 19     | 10                        | 1      | 3      | 4                      | 269    | 0     | 782     | 0.2306 |         |  |
|  | Hourly Total   | 188                       | 42     | 99     | 0                      | 1749   | 46     | 38                        | 3      | 7      | 10                     | 1209   | 0     | 3391    | 1      |         |  |
|  | Hourly Total % | 0.5714                    | 0.1277 | 0.3009 | 0                      | 0.9744 | 0.0256 | 0.7917                    | 0.0625 | 0.1458 | 0.0082                 | 0.9918 | 0     | INT PHF |        |         |  |
|  | PHF            | 0.87                      | 0.7    | 0.92   | 0                      | 0.92   | 0.61   | 0.86                      | 0.75   | 0.58   | 0.62                   | 0.87   | 0     | 0.91    |        |         |  |

| Weekday, Peak PM |                           |        |        |                        |      |        |                           |        |        |                        |        |        |         |         |
|------------------|---------------------------|--------|--------|------------------------|------|--------|---------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Cherry (Southbound) |        |        | East 146th (Westbound) |      |        | South Cherry (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                   | Thru | Right  | Left                      | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 25                        | 3      | 12     | 4                      | 387  | 62     | 11                        | 4      | 1      | 22                     | 496    | 6      | 1033    | 0.2508  |
| 4:45pm           | 29                        | 5      | 18     | 6                      | 377  | 45     | 9                         | 4      | 1      | 21                     | 498    | 7      | 1020    | 0.2476  |
| 5:00pm           | 30                        | 6      | 17     | 8                      | 392  | 45     | 9                         | 5      | 1      | 19                     | 493    | 6      | 1031    | 0.2503  |
| 5:15pm           | 34                        | 4      | 25     | 5                      | 435  | 42     | 10                        | 5      | 1      | 20                     | 445    | 9      | 1035    | 0.2513  |
| Hourly Total     | 118                       | 18     | 72     | 23                     | 1591 | 194    | 39                        | 18     | 4      | 82                     | 1932   | 28     | 4119    | 1       |
| Hourly Total %   | 0.5673                    | 0.0865 | 0.3462 | 0.0127                 | 0.88 | 0.1073 | 0.6393                    | 0.2951 | 0.0656 | 0.0402                 | 0.9461 | 0.0137 | INT PHF |         |
| PHF              | 0.87                      | 0.75   | 0.72   | 0.72                   | 0.91 | 0.78   | 0.89                      | 0.9    | 1      | 0.93                   | 0.97   | 0.78   | 0.99    |         |

## Weekday, Peak AM

|                | North Hazel (Southbound) |        |        | East Edenshall (Westbound) |      |        | South Hazel (Northbound) |        |        | West Edenshall (Eastbound) |      |       | Total   | Total % |
|----------------|--------------------------|--------|--------|----------------------------|------|--------|--------------------------|--------|--------|----------------------------|------|-------|---------|---------|
|                | Left                     | Thru   | Right  | Left                       | Thru | Right  | Left                     | Thru   | Right  | Left                       | Thru | Right |         |         |
| 7:15am         | 5                        | 287    | 0      | 29                         | 0    | 4      | 0                        | 126    | 0      | 0                          | 0    | 0     | 451     | 0.2637  |
| 7:30am         | 7                        | 292    | 1      | 27                         | 0    | 5      | 0                        | 107    | 2      | 0                          | 0    | 0     | 441     | 0.2579  |
| 7:45am         | 9                        | 276    | 1      | 25                         | 0    | 5      | 0                        | 97     | 4      | 0                          | 0    | 0     | 417     | 0.2439  |
| 8:00am         | 10                       | 274    | 1      | 17                         | 0    | 5      | 0                        | 91     | 3      | 0                          | 0    | 0     | 401     | 0.2345  |
| Hourly Total   | 31                       | 1129   | 3      | 98                         | 0    | 19     | 0                        | 421    | 9      | 0                          | 0    | 0     | 1710    | 1       |
| Hourly Total % | 0.0267                   | 0.9708 | 0.0026 | 0.8376                     | 0    | 0.1624 | 0                        | 0.9791 | 0.0209 | 0                          | 0    | 0     | INT PHF |         |
| PHF            | 0.78                     | 0.97   | 0.75   | 0.84                       | 0    | 0.95   | 0                        | 0.84   | 0.56   | 0                          | 0    | 0     | 0.95    |         |

## Weekday, Peak PM

|                | North Hazel (Southbound) |        |       | East Edenshall (Westbound) |      |        | South Hazel (Northbound) |        |        | West Edenshall (Eastbound) |      |       | Total   | Total % |
|----------------|--------------------------|--------|-------|----------------------------|------|--------|--------------------------|--------|--------|----------------------------|------|-------|---------|---------|
|                | Left                     | Thru   | Right | Left                       | Thru | Right  | Left                     | Thru   | Right  | Left                       | Thru | Right |         |         |
| 4:45pm         | 25                       | 187    | 0     | 27                         | 0    | 26     | 0                        | 317    | 17     | 0                          | 0    | 0     | 599     | 0.2477  |
| 5:00pm         | 36                       | 181    | 0     | 23                         | 0    | 24     | 0                        | 296    | 20     | 0                          | 0    | 0     | 580     | 0.2399  |
| 5:15pm         | 36                       | 191    | 0     | 27                         | 0    | 33     | 0                        | 324    | 30     | 0                          | 0    | 0     | 641     | 0.2651  |
| 5:30pm         | 45                       | 186    | 0     | 28                         | 0    | 33     | 0                        | 287    | 19     | 0                          | 0    | 0     | 598     | 0.2473  |
| Hourly Total   | 142                      | 745    | 0     | 105                        | 0    | 116    | 0                        | 1224   | 86     | 0                          | 0    | 0     | 2418    | 1       |
| Hourly Total % | 0.1601                   | 0.8399 | 0     | 0.4751                     | 0    | 0.5249 | 0                        | 0.9344 | 0.0656 | 0                          | 0    | 0     | INT PHF |         |
| PHF            | 0.79                     | 0.98   | 0     | 0.94                       | 0    | 0.88   | 0                        | 0.94   | 0.72   | 0                          | 0    | 0     | 0.94    |         |

## Weekday, Peak AM

|                | North Hazel (Southbound) |        |        | East 146th (Westbound) |        |        | South Hazel (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 7:15am         | 93                       | 169    | 55     | 56                     | 329    | 52     | 42                       | 53     | 13     | 23                     | 191    | 66     | 1142    | 0.2528  |
| 7:30am         | 102                      | 122    | 90     | 27                     | 397    | 63     | 34                       | 32     | 11     | 27                     | 196    | 59     | 1160    | 0.2568  |
| 7:45am         | 107                      | 123    | 64     | 31                     | 409    | 48     | 28                       | 51     | 11     | 30                     | 230    | 25     | 1157    | 0.2561  |
| 8:00am         | 117                      | 133    | 58     | 32                     | 362    | 42     | 35                       | 53     | 10     | 22                     | 153    | 41     | 1058    | 0.2342  |
| Hourly Total   | 419                      | 547    | 267    | 146                    | 1497   | 205    | 139                      | 189    | 45     | 102                    | 770    | 191    | 4517    | 1       |
| Hourly Total % | 0.3398                   | 0.4436 | 0.2165 | 0.079                  | 0.8101 | 0.1109 | 0.3727                   | 0.5067 | 0.1206 | 0.096                  | 0.7244 | 0.1797 | INT PHF |         |
| PHF            | 0.9                      | 0.81   | 0.74   | 0.65                   | 0.92   | 0.81   | 0.83                     | 0.89   | 0.87   | 0.85                   | 0.84   | 0.72   | 0.97    |         |

## Weekday, Peak PM

|                | North Hazel (Southbound) |        |        | East 146th (Westbound) |        |        | South Hazel (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|----------------|--------------------------|--------|--------|------------------------|--------|--------|--------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                     | Thru   | Right  | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm         | 90                       | 105    | 58     | 24                     | 252    | 109    | 51                       | 190    | 27     | 76                     | 412    | 56     | 1450    | 0.2535  |
| 5:00pm         | 93                       | 94     | 51     | 32                     | 225    | 120    | 59                       | 151    | 41     | 91                     | 374    | 65     | 1396    | 0.2441  |
| 5:15pm         | 85                       | 105    | 63     | 43                     | 287    | 127    | 65                       | 167    | 33     | 89                     | 360    | 62     | 1486    | 0.2598  |
| 5:30pm         | 76                       | 99     | 47     | 38                     | 255    | 111    | 59                       | 139    | 25     | 86                     | 380    | 73     | 1388    | 0.2427  |
| Hourly Total   | 344                      | 403    | 219    | 137                    | 1019   | 467    | 234                      | 647    | 126    | 342                    | 1526   | 256    | 5720    | 1       |
| Hourly Total % | 0.3561                   | 0.4172 | 0.2267 | 0.0844                 | 0.6278 | 0.2877 | 0.2324                   | 0.6425 | 0.1251 | 0.161                  | 0.7185 | 0.1205 | INT PHF |         |
| PHF            | 0.92                     | 0.96   | 0.87   | 0.8                    | 0.89   | 0.92   | 0.9                      | 0.85   | 0.77   | 0.94                   | 0.93   | 0.88   | 0.96    |         |



## Weekday, Peak AM

|                | North Howe (Southbound) |        |        | East 146th (Westbound) |        |        | South Howe (Northbound) |        |       | West 146th (Eastbound) |        |        | Total   | Total % |
|----------------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 7:00am         | 9                       | 39     | 42     | 8                      | 246    | 2      | 6                       | 13     | 7     | 4                      | 150    | 0      | 526     | 0.2151  |
| 7:15am         | 6                       | 21     | 64     | 12                     | 304    | 3      | 10                      | 42     | 13    | 7                      | 125    | 1      | 608     | 0.2487  |
| 7:30am         | 5                       | 32     | 56     | 9                      | 372    | 6      | 13                      | 20     | 18    | 7                      | 143    | 3      | 684     | 0.2798  |
| 7:45am         | 5                       | 21     | 51     | 9                      | 334    | 8      | 21                      | 11     | 20    | 4                      | 138    | 5      | 627     | 0.2564  |
| Hourly Total   | 25                      | 113    | 213    | 38                     | 1256   | 19     | 50                      | 86     | 58    | 22                     | 556    | 9      | 2445    | 1       |
| Hourly Total % | 0.0712                  | 0.3219 | 0.6068 | 0.0289                 | 0.9566 | 0.0145 | 0.2577                  | 0.4433 | 0.299 | 0.0375                 | 0.9472 | 0.0153 | INT PHF |         |
| PHF            | 0.69                    | 0.72   | 0.83   | 0.79                   | 0.84   | 0.59   | 0.6                     | 0.51   | 0.72  | 0.79                   | 0.93   | 0.45   | 0.89    |         |

## Weekday, Peak PM

|                | North Howe (Southbound) |      |        | East 146th (Westbound) |       |        | South Howe (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|----------------|-------------------------|------|--------|------------------------|-------|--------|-------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                | Left                    | Thru | Right  | Left                   | Thru  | Right  | Left                    | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm         | 19                      | 32   | 18     | 10                     | 249   | 7      | 3                       | 50     | 9      | 50                     | 389    | 19     | 855     | 0.2473  |
| 4:45pm         | 20                      | 36   | 21     | 9                      | 251   | 10     | 6                       | 46     | 9      | 47                     | 378    | 18     | 851     | 0.2461  |
| 5:00pm         | 32                      | 41   | 20     | 9                      | 254   | 10     | 6                       | 42     | 9      | 45                     | 439    | 18     | 925     | 0.2675  |
| 5:15pm         | 26                      | 35   | 20     | 9                      | 247   | 9      | 8                       | 40     | 12     | 46                     | 361    | 14     | 827     | 0.2392  |
| Hourly Total   | 97                      | 144  | 79     | 37                     | 1001  | 36     | 23                      | 178    | 39     | 188                    | 1567   | 69     | 3458    | 1       |
| Hourly Total % | 0.3031                  | 0.45 | 0.2469 | 0.0345                 | 0.932 | 0.0335 | 0.0958                  | 0.7417 | 0.1625 | 0.1031                 | 0.8591 | 0.0378 | INT PHF |         |
| PHF            | 0.76                    | 0.88 | 0.94   | 0.93                   | 0.99  | 0.9    | 0.72                    | 0.89   | 0.81   | 0.94                   | 0.89   | 0.91   | 0.93    |         |

209\_141st\_St\_Howe\_Rd

|  |                | Weekday, Peak AM        |        |        |                        |        |        |                         |        |       |                        |        |        | Total   |        | Total % |  |
|--|----------------|-------------------------|--------|--------|------------------------|--------|--------|-------------------------|--------|-------|------------------------|--------|--------|---------|--------|---------|--|
|  |                | North Howe (Southbound) |        |        | East 141st (Westbound) |        |        | South Howe (Northbound) |        |       | West 141st (Eastbound) |        |        |         |        |         |  |
|  |                | Left                    | Thru   | Right  | Left                   | Thru   | Right  | Left                    | Thru   | Right | Left                   | Thru   | Right  |         |        |         |  |
|  | 7:00am         | 0                       | 25     | 35     | 5                      | 94     | 4      | 1                       | 14     | 0     | 3                      | 40     | 1      | 222     | 0.2646 |         |  |
|  | 7:15am         | 3                       | 39     | 20     | 2                      | 61     | 10     | 2                       | 54     | 0     | 2                      | 27     | 1      | 221     | 0.2634 |         |  |
|  | 7:30am         | 5                       | 38     | 13     | 1                      | 58     | 11     | 4                       | 25     | 0     | 3                      | 24     | 1      | 183     | 0.2181 |         |  |
|  | 7:45am         | 7                       | 27     | 11     | 3                      | 81     | 9      | 4                       | 39     | 0     | 5                      | 26     | 1      | 213     | 0.2539 |         |  |
|  | Hourly Total   | 15                      | 129    | 79     | 11                     | 294    | 34     | 11                      | 132    | 0     | 13                     | 117    | 4      | 839     | 1      |         |  |
|  | Hourly Total % | 0.0673                  | 0.5785 | 0.3543 | 0.0324                 | 0.8673 | 0.1003 | 0.0769                  | 0.9231 | 0     | 0.097                  | 0.8731 | 0.0299 | INT PHF |        |         |  |
|  | PHF            | 0.54                    | 0.83   | 0.56   | 0.55                   | 0.78   | 0.77   | 0.69                    | 0.61   | 0     | 0.65                   | 0.73   | 1      | 0.94    |        |         |  |

| Weekday, Peak PM |                         |        |        |                        |       |        |                         |        |        |                        |        |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|-------|--------|-------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Howe (Southbound) |        |        | East 141st (Westbound) |       |        | South Howe (Northbound) |        |        | West 141st (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru  | Right  | Left                    | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 9                       | 43     | 12     | 2                      | 84    | 3      | 6                       | 37     | 3      | 25                     | 82     | 3      | 309     | 0.2382  |
| 4:45pm           | 8                       | 41     | 17     | 2                      | 75    | 5      | 6                       | 43     | 4      | 23                     | 104    | 5      | 333     | 0.2567  |
| 5:00pm           | 6                       | 46     | 18     | 2                      | 54    | 6      | 5                       | 33     | 3      | 20                     | 138    | 7      | 338     | 0.2606  |
| 5:15pm           | 7                       | 33     | 15     | 3                      | 60    | 6      | 5                       | 37     | 1      | 26                     | 116    | 8      | 317     | 0.2444  |
| Hourly Total     | 30                      | 163    | 62     | 9                      | 273   | 20     | 22                      | 150    | 11     | 94                     | 440    | 23     | 1297    | 1       |
| Hourly Total %   | 0.1176                  | 0.6392 | 0.2431 | 0.0298                 | 0.904 | 0.0662 | 0.1202                  | 0.8197 | 0.0601 | 0.1688                 | 0.7899 | 0.0413 | INT PHF |         |
| PHF              | 0.83                    | 0.89   | 0.86   | 0.75                   | 0.81  | 0.83   | 0.92                    | 0.87   | 0.69   | 0.9                    | 0.8    | 0.72   | 0.96    |         |

210\_141st\_St\_Promise\_Rd

| Weekday, Peak AM |                            |        |       |                        |        |        |                            |        |       |                        |        |        |         |         |
|------------------|----------------------------|--------|-------|------------------------|--------|--------|----------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | North Promise (Southbound) |        |       | East 141st (Westbound) |        |        | South Promise (Northbound) |        |       | West 141st (Eastbound) |        |        | Total   | Total % |
|                  | Left                       | Thru   | Right | Left                   | Thru   | Right  | Left                       | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 7:00am           | 5                          | 49     | 8     | 7                      | 66     | 6      | 4                          | 24     | 0     | 3                      | 34     | 4      | 210     | 0.2781  |
| 7:15am           | 4                          | 38     | 10    | 6                      | 32     | 9      | 4                          | 29     | 0     | 4                      | 22     | 4      | 162     | 0.2146  |
| 7:30am           | 2                          | 32     | 17    | 10                     | 32     | 23     | 6                          | 37     | 0     | 4                      | 15     | 5      | 183     | 0.2424  |
| 7:45am           | 4                          | 55     | 25    | 8                      | 22     | 11     | 12                         | 32     | 0     | 4                      | 15     | 12     | 200     | 0.2649  |
| Hourly Total     | 15                         | 174    | 60    | 31                     | 152    | 49     | 26                         | 122    | 0     | 15                     | 86     | 25     | 755     | 1       |
| Hourly Total %   | 0.0602                     | 0.6988 | 0.241 | 0.1336                 | 0.6552 | 0.2112 | 0.1757                     | 0.8243 | 0     | 0.119                  | 0.6825 | 0.1984 | INT PHF | 0.90    |
| PHF              | 0.75                       | 0.79   | 0.6   | 0.78                   | 0.58   | 0.53   | 0.54                       | 0.82   | 0     | 0.94                   | 0.63   | 0.52   |         |         |

| Weekday, Peak PM |                            |        |        |                        |        |        |                            |        |        |                        |        |        |         |         |
|------------------|----------------------------|--------|--------|------------------------|--------|--------|----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Promise (Southbound) |        |        | East 141st (Westbound) |        |        | South Promise (Northbound) |        |        | West 141st (Eastbound) |        |        | Total   | Total % |
|                  | Left                       | Thru   | Right  | Left                   | Thru   | Right  | Left                       | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:45pm           | 22                         | 76     | 6      | 2                      | 39     | 8      | 17                         | 54     | 4      | 20                     | 64     | 12     | 324     | 0.2607  |
| 5:00pm           | 14                         | 66     | 5      | 3                      | 27     | 11     | 15                         | 58     | 4      | 24                     | 76     | 14     | 317     | 0.255   |
| 5:15pm           | 10                         | 64     | 5      | 4                      | 40     | 11     | 15                         | 55     | 5      | 22                     | 61     | 14     | 306     | 0.2462  |
| 5:30pm           | 8                          | 64     | 5      | 2                      | 29     | 10     | 17                         | 58     | 6      | 19                     | 64     | 14     | 296     | 0.2381  |
| Hourly Total     | 54                         | 270    | 21     | 11                     | 135    | 40     | 64                         | 225    | 19     | 85                     | 265    | 54     | 1243    | 1       |
| Hourly Total %   | 0.1565                     | 0.7826 | 0.0609 | 0.0591                 | 0.7258 | 0.2151 | 0.2078                     | 0.7305 | 0.0617 | 0.2104                 | 0.6559 | 0.1337 | INT PHF |         |
| PHF              | 0.61                       | 0.89   | 0.88   | 0.69                   | 0.84   | 0.91   | 0.94                       | 0.97   | 0.79   | 0.89                   | 0.87   | 0.96   | 0.96    |         |

211\_Greenfield\_Ave\_Marilyn\_Rd

Weekday, Peak AM

|                | East Greenfield (Westbound) |            | South Marilyn (Northbound) |             | West Greenfield (Eastbound) |            | Total   | Total % |
|----------------|-----------------------------|------------|----------------------------|-------------|-----------------------------|------------|---------|---------|
|                | Left                        | Thru       | Left                       | Right       | Thru                        | Right      |         |         |
| 7:15am         | 10                          | 59         | 11                         | 4           | 128                         | 27         | 239     | 26.914  |
| 7:30am         | 6                           | 96         | 7                          | 4           | 116                         | 21         | 250     | 28.153  |
| 7:45am         | 5                           | 69         | 7                          | 3           | 94                          | 18         | 196     | 22.072  |
| 8:00am         | 6                           | 80         | 9                          | 2           | 86                          | 20         | 203     | 22.86   |
| Hourly Total   | 27                          | 304        | 34                         | 13          | 424                         | 86         | 888     | 100     |
| Hourly Total % | 8.157099698                 | 91.8429003 | 72.34042553                | 27.65957447 | 83.1372549                  | 16.8627451 | INT PHF |         |
| PHF            | 0.68                        | 0.79       | 0.77                       | 0.81        | 0.83                        | 0.8        | 0.89    |         |

Weekday, Peak PM

|                | East Greenfield (Westbound) |             | South Marilyn (Northbound) |             | West Greenfield (Eastbound) |             | Total   | Total % |
|----------------|-----------------------------|-------------|----------------------------|-------------|-----------------------------|-------------|---------|---------|
|                | Left                        | Thru        | Left                       | Right       | Thru                        | Right       |         |         |
| 4:45pm         | 13                          | 149         | 21                         | 17          | 166                         | 27          | 393     | 44.257  |
| 5:00pm         | 10                          | 148         | 22                         | 21          | 159                         | 20          | 380     | 42.793  |
| 5:15pm         | 6                           | 171         | 21                         | 19          | 157                         | 20          | 394     | 44.369  |
| 5:30pm         | 5                           | 166         | 26                         | 15          | 141                         | 24          | 377     | 42.455  |
| Hourly Total   | 34                          | 634         | 90                         | 72          | 623                         | 91          | 1544    | 173.87  |
| Hourly Total % | 10.27190332                 | 191.5407855 | 191.4893617                | 153.1914894 | 122.1568627                 | 17.84313725 | INT PHF |         |
| PHF            | 0.65                        | 0.93        | 0.87                       | 0.86        | 0.94                        | 0.84        | 0.98    |         |

|  |                | Weekday, Peak AM           |        |        |                         |        |       |                            |        |       |                        |        |        |         |         |
|--|----------------|----------------------------|--------|--------|-------------------------|--------|-------|----------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|  |                | North Marilyn (Southbound) |        |        | East Campus (Westbound) |        |       | South Marilyn (Northbound) |        |       | West 146th (Eastbound) |        |        | Total   | Total % |
|  |                | Left                       | Thru   | Right  | Left                    | Thru   | Right | Left                       | Thru   | Right | Left                   | Thru   | Right  |         |         |
|  | 7:15am         | 7                          | 12     | 19     | 6                       | 250    | 1     | 10                         | 8      | 29    | 1                      | 150    | 2      | 495     | 0.2594  |
|  | 7:30am         | 4                          | 10     | 18     | 9                       | 293    | 1     | 8                          | 5      | 24    | 3                      | 148    | 1      | 524     | 0.2746  |
|  | 7:45am         | 2                          | 9      | 18     | 7                       | 237    | 2     | 8                          | 4      | 24    | 4                      | 154    | 3      | 472     | 0.2474  |
|  | 8:00am         | 2                          | 9      | 25     | 7                       | 177    | 2     | 11                         | 6      | 40    | 4                      | 127    | 7      | 417     | 0.2186  |
|  | Hourly Total   | 15                         | 40     | 80     | 29                      | 957    | 6     | 37                         | 23     | 117   | 12                     | 579    | 13     | 1908    | 1       |
|  | Hourly Total % | 0.1111                     | 0.2963 | 0.5926 | 0.0292                  | 0.9647 | 0.006 | 0.209                      | 0.1299 | 0.661 | 0.0199                 | 0.9586 | 0.0215 | INT PHF |         |
|  | PHF            | 0.54                       | 0.83   | 0.8    | 0.81                    | 0.82   | 0.75  | 0.84                       | 0.72   | 0.73  | 0.75                   | 0.94   | 0.46   | 0.91    |         |

| Weekday, Peak PM |                            |        |        |                         |        |        |                            |        |        |                        |        |        |         |         |
|------------------|----------------------------|--------|--------|-------------------------|--------|--------|----------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Marilyn (Southbound) |        |        | East Campus (Westbound) |        |        | South Marilyn (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  | Left                       | Thru   | Right  | Left                    | Thru   | Right  | Left                       | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 3                          | 30     | 13     | 18                      | 215    | 5      | 11                         | 15     | 24     | 26                     | 299    | 14     | 673     | 0.2451  |
| 4:45pm           | 4                          | 27     | 14     | 22                      | 230    | 4      | 11                         | 17     | 27     | 23                     | 276    | 13     | 668     | 0.2433  |
| 5:00pm           | 6                          | 20     | 10     | 21                      | 227    | 4      | 11                         | 27     | 25     | 26                     | 333    | 13     | 723     | 0.2633  |
| 5:15pm           | 5                          | 17     | 8      | 33                      | 226    | 6      | 13                         | 23     | 22     | 20                     | 294    | 15     | 682     | 0.2484  |
| Hourly Total     | 18                         | 94     | 45     | 94                      | 898    | 19     | 46                         | 82     | 98     | 95                     | 1202   | 55     | 2746    | 1       |
| Hourly Total %   | 0.1146                     | 0.5987 | 0.2866 | 0.093                   | 0.8882 | 0.0188 | 0.2035                     | 0.3628 | 0.4336 | 0.0703                 | 0.8891 | 0.0407 | INT PHF |         |
| PHF              | 0.75                       | 0.78   | 0.8    | 0.71                    | 0.98   | 0.79   | 0.88                       | 0.76   | 0.91   | 0.91                   | 0.9    | 0.92   | 0.95    |         |

| Weekday, Peak AM |                          |        |       |                        |        |        |                          |        |        |                                 |        |        |         |         |
|------------------|--------------------------|--------|-------|------------------------|--------|--------|--------------------------|--------|--------|---------------------------------|--------|--------|---------|---------|
|                  | North Boden (Southbound) |        |       | East 146th (Westbound) |        |        | South Boden (Northbound) |        |        | West Greenfield Ave (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right | Left                   | Thru   | Right  | Left                     | Thru   | Right  | Left                            | Thru   | Right  |         |         |
| 7:15am           | 48                       | 108    | 1     | 5                      | 27     | 4      | 30                       | 17     | 19     | 2                               | 57     | 117    | 435     | 0.2501  |
| 7:30am           | 38                       | 138    | 2     | 4                      | 58     | 6      | 52                       | 22     | 17     | 2                               | 51     | 97     | 487     | 0.28    |
| 7:45am           | 61                       | 125    | 2     | 3                      | 38     | 7      | 25                       | 24     | 13     | 1                               | 42     | 78     | 419     | 0.2409  |
| 8:00am           | 33                       | 106    | 3     | 4                      | 50     | 9      | 36                       | 25     | 8      | 1                               | 46     | 77     | 398     | 0.2289  |
| Hourly Total     | 180                      | 477    | 8     | 16                     | 173    | 26     | 143                      | 88     | 57     | 6                               | 196    | 369    | 1739    | 1       |
| Hourly Total %   | 0.2707                   | 0.7173 | 0.012 | 0.0744                 | 0.8047 | 0.1209 | 0.4965                   | 0.3056 | 0.1979 | 0.0105                          | 0.3433 | 0.6462 | INT PHF |         |
| PHF              | 0.74                     | 0.86   | 0.67  | 0.8                    | 0.75   | 0.72   | 0.69                     | 0.88   | 0.75   | 0.75                            | 0.86   | 0.79   | 0.89    |         |

| Weekday, Peak PM |                          |        |        |                        |        |       |                          |        |        |                                 |        |        |         |         |
|------------------|--------------------------|--------|--------|------------------------|--------|-------|--------------------------|--------|--------|---------------------------------|--------|--------|---------|---------|
|                  | North Boden (Southbound) |        |        | East 146th (Westbound) |        |       | South Boden (Northbound) |        |        | West Greenfield Ave (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                   | Thru   | Right | Left                     | Thru   | Right  | Left                            | Thru   | Right  |         |         |
| 4:45pm           | 34                       | 112    | 5      | 11                     | 82     | 61    | 97                       | 160    | 19     | 3                               | 104    | 96     | 784     | 0.2634  |
| 5:00pm           | 43                       | 113    | 5      | 10                     | 76     | 38    | 123                      | 146    | 12     | 3                               | 89     | 81     | 739     | 0.2482  |
| 5:15pm           | 42                       | 111    | 4      | 7                      | 78     | 58    | 130                      | 155    | 7      | 3                               | 83     | 95     | 773     | 0.2597  |
| 5:30pm           | 41                       | 110    | 3      | 6                      | 60     | 54    | 128                      | 122    | 5      | 4                               | 75     | 73     | 681     | 0.2288  |
| Hourly Total     | 160                      | 446    | 17     | 34                     | 296    | 211   | 478                      | 583    | 43     | 13                              | 351    | 345    | 2977    | 1       |
| Hourly Total %   | 0.2568                   | 0.7159 | 0.0273 | 0.0628                 | 0.5471 | 0.39  | 0.433                    | 0.5281 | 0.0389 | 0.0183                          | 0.4951 | 0.4866 | INT PHF |         |
| PHF              | 0.93                     | 0.99   | 0.85   | 0.77                   | 0.9    | 0.86  | 0.92                     | 0.91   | 0.57   | 0.81                            | 0.84   | 0.9    | 0.95    |         |

214\_146th\_St\_Bergen\_Blvd

Weekday, Peak AM

|                | East 146th (Westbound) |        | South Bergen (Northbound) |        | West 146th (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|---------------------------|--------|------------------------|--------|---------|---------|
|                | Left                   | Thru   | Left                      | Right  | Thru                   | Right  |         |         |
| 7:30am         | 3                      | 55     | 10                        | 1      | 34                     | 65     | 168     | 0.2597  |
| 7:45am         | 6                      | 40     | 13                        | 1      | 30                     | 74     | 164     | 0.2535  |
| 8:00am         | 7                      | 43     | 19                        | 0      | 42                     | 48     | 159     | 0.2457  |
| 8:15am         | 9                      | 49     | 24                        | 0      | 38                     | 36     | 156     | 0.2411  |
| Hourly Total   | 25                     | 187    | 66                        | 2      | 144                    | 223    | 647     | 1       |
| Hourly Total % | 0.1179                 | 0.8821 | 0.9706                    | 0.0294 | 0.3924                 | 0.6076 | INT PHF |         |
| PHF            | 0.69                   | 0.85   | 0.69                      | 0.5    | 0.86                   | 0.75   | 0.96    |         |

Weekday, Peak PM

|                | East 146th (Westbound) |        | South Bergen (Northbound) |        | West 146th (Eastbound) |        | Total   | Total % |
|----------------|------------------------|--------|---------------------------|--------|------------------------|--------|---------|---------|
|                | Left                   | Thru   | Left                      | Right  | Thru                   | Right  |         |         |
| 4:30pm         | 4                      | 51     | 89                        | 68     | 67                     | 35     | 314     | 0.2614  |
| 4:45pm         | 5                      | 66     | 80                        | 24     | 104                    | 46     | 325     | 0.2706  |
| 5:00pm         | 7                      | 52     | 67                        | 14     | 95                     | 47     | 282     | 0.2348  |
| 5:15pm         | 7                      | 60     | 78                        | 14     | 82                     | 39     | 280     | 0.2331  |
| Hourly Total   | 23                     | 229    | 314                       | 120    | 348                    | 167    | 1201    | 1       |
| Hourly Total % | 0.0913                 | 0.9087 | 0.7235                    | 0.2765 | 0.6757                 | 0.3243 | INT PHF |         |
| PHF            | 0.82                   | 0.87   | 0.88                      | 0.44   | 0.84                   | 0.89   | 0.92    |         |

215\_146th\_St\_Olio\_Rd

|  |                | Weekday, Peak AM        |        |        |                        |        |       |                         |        |        |                        |       |        | Total |        | Total % |  |
|--|----------------|-------------------------|--------|--------|------------------------|--------|-------|-------------------------|--------|--------|------------------------|-------|--------|-------|--------|---------|--|
|  |                | North Olio (Southbound) |        |        | East 146th (Westbound) |        |       | South Olio (Northbound) |        |        | West 146th (Eastbound) |       |        |       |        |         |  |
|  |                | Left                    | Thru   | Right  | Left                   | Thru   | Right | Left                    | Thru   | Right  | Left                   | Thru  | Right  |       |        |         |  |
|  | 7:15am         | 0                       | 71     | 2      | 2                      | 9      | 0     | 21                      | 68     | 9      | 1                      | 1     | 34     | 218   | 0.2774 |         |  |
|  | 7:30am         | 0                       | 48     | 2      | 3                      | 11     | 0     | 42                      | 62     | 6      | 0                      | 2     | 29     | 205   | 0.2608 |         |  |
|  | 7:45am         | 0                       | 42     | 3      | 3                      | 11     | 0     | 33                      | 64     | 3      | 0                      | 3     | 24     | 186   | 0.2366 |         |  |
|  | 8:00am         | 0                       | 41     | 4      | 2                      | 12     | 0     | 33                      | 49     | 3      | 0                      | 2     | 31     | 177   | 0.2252 |         |  |
|  | Hourly Total   | 0                       | 202    | 11     | 10                     | 43     | 0     | 129                     | 243    | 21     | 1                      | 8     | 118    | 786   | 1      |         |  |
|  | Hourly Total % | 0                       | 0.9484 | 0.0516 | 0.1887                 | 0.8113 | 0     | 0.3282                  | 0.6183 | 0.0534 | 0.0079                 | 0.063 | 0.9291 |       |        | INT PHF |  |
|  | PHF            | 0                       | 0.71   | 0.69   | 0.83                   | 0.9    | 0     | 0.77                    | 0.89   | 0.58   | 0.25                   | 0.67  | 0.87   |       |        | 0.90    |  |

| Weekday, Peak PM |                         |        |        |                        |        |       |                         |        |        |                        |        |        |         |         |
|------------------|-------------------------|--------|--------|------------------------|--------|-------|-------------------------|--------|--------|------------------------|--------|--------|---------|---------|
|                  | North Olio (Southbound) |        |        | East 146th (Westbound) |        |       | South Olio (Northbound) |        |        | West 146th (Eastbound) |        |        | Total   | Total % |
|                  | Left                    | Thru   | Right  | Left                   | Thru   | Right | Left                    | Thru   | Right  | Left                   | Thru   | Right  |         |         |
| 4:30pm           | 0                       | 51     | 2      | 3                      | 9      | 0     | 40                      | 74     | 8      | 9                      | 69     | 53     | 318     | 0.2534  |
| 4:45pm           | 0                       | 60     | 4      | 3                      | 9      | 0     | 51                      | 67     | 8      | 12                     | 19     | 79     | 312     | 0.2486  |
| 5:00pm           | 0                       | 60     | 4      | 3                      | 8      | 0     | 45                      | 80     | 6      | 18                     | 17     | 75     | 316     | 0.2518  |
| 5:15pm           | 0                       | 68     | 4      | 5                      | 7      | 0     | 50                      | 72     | 5      | 10                     | 15     | 73     | 309     | 0.2462  |
| Hourly Total     | 0                       | 239    | 14     | 14                     | 33     | 0     | 186                     | 293    | 27     | 49                     | 120    | 280    | 1255    | 1       |
| Hourly Total %   | 0                       | 0.9447 | 0.0553 | 0.2979                 | 0.7021 | 0     | 0.3676                  | 0.5791 | 0.0534 | 0.1091                 | 0.2673 | 0.6236 | INT PHF |         |
| PHF              | 0                       | 0.88   | 0.88   | 0.7                    | 0.92   | 0     | 0.91                    | 0.92   | 0.84   | 0.68                   | 0.43   | 0.89   | 0.99    |         |



| Weekday, Peak AM |                          |       |        |                         |        |        |                          |        |        |                         |        |        |         |         |
|------------------|--------------------------|-------|--------|-------------------------|--------|--------|--------------------------|--------|--------|-------------------------|--------|--------|---------|---------|
|                  | North Boden (Southbound) |       |        | East Campus (Westbound) |        |        | South Boden (Northbound) |        |        | West Campus (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru  | Right  | Left                    | Thru   | Right  | Left                     | Thru   | Right  | Left                    | Thru   | Right  |         |         |
| 7:00am           | 113                      | 70    | 13     | 11                      | 152    | 11     | 38                       | 27     | 5      | 7                       | 131    | 15     | 593     | 0.211   |
| 7:15am           | 138                      | 62    | 13     | 19                      | 212    | 19     | 36                       | 21     | 8      | 19                      | 156    | 14     | 717     | 0.2552  |
| 7:30am           | 135                      | 77    | 14     | 27                      | 252    | 16     | 37                       | 59     | 9      | 12                      | 144    | 17     | 799     | 0.2843  |
| 7:45am           | 102                      | 75    | 16     | 20                      | 203    | 19     | 30                       | 43     | 9      | 6                       | 153    | 25     | 701     | 0.2495  |
| Hourly Total     | 488                      | 284   | 56     | 77                      | 819    | 65     | 141                      | 150    | 31     | 44                      | 584    | 71     | 2810    | 1       |
| Hourly Total %   | 0.5894                   | 0.343 | 0.0676 | 0.0801                  | 0.8522 | 0.0676 | 0.4379                   | 0.4658 | 0.0963 | 0.0629                  | 0.8355 | 0.1016 | INT PHF |         |
| PHF              | 0.88                     | 0.92  | 0.88   | 0.71                    | 0.81   | 0.86   | 0.93                     | 0.64   | 0.86   | 0.58                    | 0.94   | 0.71   | 0.88    |         |

| Weekday, Peak PM |                          |        |       |                         |        |        |                          |       |        |                         |        |        |         |         |
|------------------|--------------------------|--------|-------|-------------------------|--------|--------|--------------------------|-------|--------|-------------------------|--------|--------|---------|---------|
|                  | North Boden (Southbound) |        |       | East Campus (Westbound) |        |        | South Boden (Northbound) |       |        | West Campus (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right | Left                    | Thru   | Right  | Left                     | Thru  | Right  | Left                    | Thru   | Right  |         |         |
| 4:30pm           | 83                       | 88     | 11    | 29                      | 197    | 111    | 38                       | 98    | 22     | 19                      | 263    | 40     | 999     | 0.2353  |
| 4:45pm           | 98                       | 104    | 10    | 35                      | 198    | 126    | 39                       | 98    | 24     | 32                      | 232    | 40     | 1036    | 0.244   |
| 5:00pm           | 89                       | 103    | 12    | 40                      | 206    | 142    | 31                       | 105   | 24     | 24                      | 277    | 56     | 1109    | 0.2612  |
| 5:15pm           | 89                       | 104    | 12    | 33                      | 211    | 156    | 31                       | 106   | 26     | 17                      | 261    | 56     | 1102    | 0.2595  |
| Hourly Total     | 359                      | 399    | 45    | 137                     | 812    | 535    | 139                      | 407   | 96     | 92                      | 1033   | 192    | 4246    | 1       |
| Hourly Total %   | 0.4471                   | 0.4969 | 0.056 | 0.0923                  | 0.5472 | 0.3605 | 0.2165                   | 0.634 | 0.1495 | 0.0699                  | 0.7844 | 0.1458 | INT PHF |         |
| PHF              | 0.92                     | 0.96   | 0.94  | 0.86                    | 0.96   | 0.86   | 0.89                     | 0.96  | 0.92   | 0.72                    | 0.93   | 0.86   | 0.96    |         |

217\_Campus\_Pkwy\_Cabela\_Pkwy

| Weekday, Peak AM |                           |        |        |                         |        |        |                           |       |        |                         |        |        |         |         |
|------------------|---------------------------|--------|--------|-------------------------|--------|--------|---------------------------|-------|--------|-------------------------|--------|--------|---------|---------|
|                  | North Cabela (Southbound) |        |        | East Campus (Westbound) |        |        | South Cabela (Northbound) |       |        | West Campus (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                    | Thru   | Right  | Left                      | Thru  | Right  | Left                    | Thru   | Right  |         |         |
| 7:15am           | 0                         | 0      | 9      | 7                       | 239    | 0      | 1                         | 0     | 22     | 2                       | 291    | 2      | 573     | 0.2669  |
| 7:30am           | 0                         | 1      | 16     | 7                       | 287    | 0      | 1                         | 1     | 17     | 3                       | 271    | 3      | 607     | 0.2827  |
| 7:45am           | 0                         | 2      | 12     | 9                       | 210    | 2      | 1                         | 2     | 16     | 3                       | 254    | 3      | 514     | 0.2394  |
| 8:00am           | 1                         | 2      | 12     | 10                      | 175    | 4      | 1                         | 2     | 18     | 6                       | 219    | 3      | 453     | 0.211   |
| Hourly Total     | 1                         | 5      | 49     | 33                      | 911    | 6      | 4                         | 5     | 73     | 14                      | 1035   | 11     | 2147    | 1       |
| Hourly Total %   | 0.0182                    | 0.0909 | 0.8909 | 0.0347                  | 0.9589 | 0.0063 | 0.0488                    | 0.061 | 0.8902 | 0.0132                  | 0.9764 | 0.0104 | INT PHF |         |
| PHF              | 0.25                      | 0.62   | 0.77   | 0.82                    | 0.79   | 0.38   | 1                         | 0.62  | 0.83   | 0.58                    | 0.89   | 0.92   | 0.88    |         |

| Weekday, Peak PM |                           |        |        |                         |        |        |                           |        |       |                         |        |        |         |         |
|------------------|---------------------------|--------|--------|-------------------------|--------|--------|---------------------------|--------|-------|-------------------------|--------|--------|---------|---------|
|                  | North Cabela (Southbound) |        |        | East Campus (Westbound) |        |        | South Cabela (Northbound) |        |       | West Campus (Eastbound) |        |        | Total   | Total % |
|                  | Left                      | Thru   | Right  | Left                    | Thru   | Right  | Left                      | Thru   | Right | Left                    | Thru   | Right  |         |         |
| 4:30pm           | 3                         | 6      | 38     | 30                      | 283    | 5      | 9                         | 6      | 39    | 21                      | 329    | 11     | 780     | 0.2384  |
| 4:45pm           | 4                         | 6      | 40     | 32                      | 294    | 7      | 9                         | 7      | 33    | 25                      | 319    | 11     | 787     | 0.2405  |
| 5:00pm           | 6                         | 7      | 31     | 33                      | 338    | 8      | 10                        | 7      | 31    | 24                      | 351    | 12     | 858     | 0.2622  |
| 5:15pm           | 4                         | 8      | 33     | 30                      | 339    | 8      | 10                        | 8      | 36    | 20                      | 336    | 15     | 847     | 0.2589  |
| Hourly Total     | 17                        | 27     | 142    | 125                     | 1254   | 28     | 38                        | 28     | 139   | 90                      | 1335   | 49     | 3272    | 1       |
| Hourly Total %   | 0.0914                    | 0.1452 | 0.7634 | 0.0888                  | 0.8913 | 0.0199 | 0.1854                    | 0.1366 | 0.678 | 0.0611                  | 0.9057 | 0.0332 | INT PHF |         |
| PHF              | 0.71                      | 0.84   | 0.89   | 0.95                    | 0.92   | 0.88   | 0.95                      | 0.88   | 0.89  | 0.9                     | 0.95   | 0.82   | 0.95    |         |

## Weekday, Peak AM

|                | North Olio (Southbound) |           |           | East 141st (Westbound) |           |         | South Olio (Northbound) |           |           | West Tegler Dr (Eastbound) |          |           | Total | Total % |
|----------------|-------------------------|-----------|-----------|------------------------|-----------|---------|-------------------------|-----------|-----------|----------------------------|----------|-----------|-------|---------|
|                | Left                    | Thru      | Right     | Left                   | Thru      | Right   | Left                    | Thru      | Right     | Left                       | Thru     | Right     |       |         |
| 7:15am         | 5                       | 100       | 3         | 16                     | 0         | 0       | 40                      | 100       | 7         | 1                          | 9        | 26        | 307   | 24.778  |
| 7:30am         | 5                       | 72        | 5         | 30                     | 1         | 0       | 76                      | 103       | 10        | 1                          | 10       | 21        | 334   | 26.957  |
| 7:45am         | 3                       | 66        | 4         | 17                     | 1         | 0       | 70                      | 106       | 9         | 1                          | 7        | 34        | 318   | 25.666  |
| 8:00am         | 2                       | 72        | 3         | 12                     | 2         | 0       | 62                      | 83        | 6         | 1                          | 4        | 33        | 280   | 22.599  |
| Hourly Total   | 15                      | 310       | 15        | 75                     | 4         | 0       | 248                     | 392       | 32        | 4                          | 30       | 114       | 1239  | 100     |
| Hourly Total % | 4.4117647               | 91.176471 | 4.4117647 | 94.936709              | 5.0632911 | 0       | 36.904762               | 58.333333 | 4.7619048 | 2.7027027                  | 20.27027 | 77.027027 | INT   | PHF     |
| PHF            | 0.75                    | 0.78      | 0.75      | 0.63                   | 0.5       | #DIV/0! | 0.82                    | 0.92      | 0.8       | 1                          | 0.75     | 0.84      | 0.93  |         |

## Weekday, Peak PM

|                | North Olio (Southbound) |           |           | East 141st (Westbound) |           |           | South Olio (Northbound) |           |           | West Tegler Dr (Eastbound) |           |           | Total | Total % |
|----------------|-------------------------|-----------|-----------|------------------------|-----------|-----------|-------------------------|-----------|-----------|----------------------------|-----------|-----------|-------|---------|
|                | Left                    | Thru      | Right     | Left                   | Thru      | Right     | Left                    | Thru      | Right     | Left                       | Thru      | Right     |       |         |
| 4:30pm         | 0                       | 98        | 7         | 21                     | 6         | 3         | 69                      | 118       | 26        | 7                          | 9         | 82        | 682   | 0.2381  |
| 4:45pm         | 0                       | 135       | 8         | 27                     | 5         | 3         | 67                      | 113       | 16        | 9                          | 9         | 77        | 784   | 0.2737  |
| 5:00pm         | 0                       | 132       | 10        | 18                     | 6         | 3         | 54                      | 118       | 19        | 9                          | 8         | 80        | 722   | 0.2521  |
| 5:15pm         | 0                       | 131       | 13        | 15                     | 7         | 2         | 68                      | 123       | 17        | 8                          | 8         | 86        | 676   | 0.236   |
| Hourly Total   | 0                       | 496       | 38        | 81                     | 24        | 11        | 258                     | 472       | 78        | 33                         | 34        | 325       | 2864  | 1       |
| Hourly Total % | 0                       | 145.88235 | 11.176471 | 102.53165              | 30.379747 | 13.924051 | 38.392857               | 70.238095 | 11.607143 | 22.297297                  | 22.972973 | 219.59459 | INT   | PHF     |
| PHF            | #DIV/0!                 | 0.92      | 0.73      | 0.75                   | 0.86      | 0.92      | 0.93                    | 0.96      | 0.75      | 0.92                       | 0.94      | 0.94      | 0.91  |         |

219\_Tegler\_Dr\_Bergen\_Blvd

| Weekday, Peak AM |                           |           |           |                         |           |           |                           |           |           |                         |           |          |       |         |
|------------------|---------------------------|-----------|-----------|-------------------------|-----------|-----------|---------------------------|-----------|-----------|-------------------------|-----------|----------|-------|---------|
|                  | North Bergen (Southbound) |           |           | East Tegler (Westbound) |           |           | South Bergen (Northbound) |           |           | West Tegler (Eastbound) |           |          | Total | Total % |
|                  | Left                      | Thru      | Right     | Left                    | Thru      | Right     | Left                      | Thru      | Right     | Left                    | Thru      | Right    |       |         |
| 7:30am           | 13                        | 23        | 6         | 47                      | 27        | 12        | 12                        | 15        | 20        | 6                       | 8         | 9        | 198   | 24.843  |
| 7:45am           | 10                        | 22        | 9         | 31                      | 21        | 16        | 15                        | 23        | 21        | 6                       | 9         | 10       | 193   | 24.216  |
| 8:00am           | 12                        | 22        | 9         | 39                      | 22        | 25        | 12                        | 21        | 20        | 3                       | 10        | 12       | 207   | 25.972  |
| 8:15am           | 14                        | 19        | 9         | 33                      | 16        | 22        | 11                        | 25        | 20        | 3                       | 13        | 14       | 199   | 24.969  |
| Hourly Total     | 49                        | 86        | 33        | 150                     | 86        | 75        | 50                        | 84        | 81        | 18                      | 40        | 45       | 797   | 100     |
| Hourly Total %   | 29.166667                 | 51.190476 | 19.642857 | 48.231511               | 27.652733 | 24.115756 | 23.255814                 | 39.069767 | 37.674419 | 17.475728               | 38.834951 | 43.68932 | INT   | PHF     |
| PHF              | 0.88                      | 0.93      | 0.92      | 0.8                     | 0.8       | 0.75      | 0.83                      | 0.84      | 0.96      | 0.75                    | 0.77      | 0.8      | 0.96  |         |

| Weekday, Peak PM |                           |        |        |                         |        |        |                           |        |        |                         |        |        |       |         |
|------------------|---------------------------|--------|--------|-------------------------|--------|--------|---------------------------|--------|--------|-------------------------|--------|--------|-------|---------|
|                  | North Bergen (Southbound) |        |        | East Tegler (Westbound) |        |        | South Bergen (Northbound) |        |        | West Tegler (Eastbound) |        |        | Total | Total % |
|                  | Left                      | Thru   | Right  | Left                    | Thru   | Right  | Left                      | Thru   | Right  | Left                    | Thru   | Right  |       |         |
| 4:30pm           | 22                        | 86     | 12     | 45                      | 36     | 13     | 24                        | 46     | 29     | 7                       | 32     | 14     | 366   | 0.2711  |
| 4:45pm           | 18                        | 29     | 13     | 53                      | 39     | 17     | 19                        | 40     | 31     | 6                       | 37     | 15     | 317   | 0.2348  |
| 5:00pm           | 24                        | 44     | 12     | 50                      | 33     | 15     | 21                        | 38     | 41     | 7                       | 43     | 15     | 343   | 0.2541  |
| 5:15pm           | 20                        | 25     | 10     | 49                      | 35     | 14     | 24                        | 37     | 41     | 8                       | 43     | 18     | 324   | 0.24    |
| Hourly Total     | 84                        | 184    | 47     | 197                     | 143    | 59     | 88                        | 161    | 142    | 28                      | 155    | 62     | 1350  | 1       |
| Hourly Total %   | 0.2667                    | 0.5841 | 0.1492 | 0.4937                  | 0.3584 | 0.1479 | 0.2251                    | 0.4118 | 0.3632 | 0.1143                  | 0.6327 | 0.2531 | INT   | PHF     |
| PHF              | 0.88                      | 0.53   | 0.9    | 0.93                    | 0.92   | 0.87   | 0.92                      | 0.88   | 0.87   | 0.88                    | 0.9    | 0.86   | 0.92  |         |

220\_Campus\_Pkwy\_Bergen\_Blvd\_Harrell\_Pkwy

| Weekday, Peak AM |                           |          |           |                         |           |           |                            |           |           |                         |           |           |       |         |
|------------------|---------------------------|----------|-----------|-------------------------|-----------|-----------|----------------------------|-----------|-----------|-------------------------|-----------|-----------|-------|---------|
|                  | North Bergen (Southbound) |          |           | East Campus (Westbound) |           |           | South Harrell (Northbound) |           |           | West Bergen (Eastbound) |           |           | Total | Total % |
|                  | Left                      | Thru     | Right     | Left                    | Thru      | Right     | Left                       | Thru      | Right     | Left                    | Thru      | Right     |       |         |
| 7:15am           | 77                        | 3        | 22        | 9                       | 246       | 73        | 0                          | 5         | 30        | 17                      | 297       | 0         | 779   | 27.585  |
| 7:30am           | 73                        | 3        | 33        | 13                      | 246       | 67        | 0                          | 4         | 19        | 19                      | 267       | 1         | 745   | 26.381  |
| 7:45am           | 66                        | 4        | 22        | 18                      | 204       | 75        | 0                          | 5         | 17        | 19                      | 250       | 1         | 681   | 24.115  |
| 8:00am           | 77                        | 6        | 18        | 20                      | 169       | 60        | 0                          | 11        | 17        | 28                      | 211       | 2         | 619   | 21.919  |
| Hourly Total     | 293                       | 16       | 95        | 60                      | 865       | 275       | 0                          | 25        | 83        | 83                      | 1025      | 4         | 2824  | 100     |
| Hourly Total %   | 72.524752                 | 3.960396 | 23.514851 | 5                       | 72.083333 | 22.916667 | 0                          | 23.148148 | 76.851852 | 7.4640288               | 92.176259 | 0.3597122 | INT   | PHF     |
| PHF              | 0.95                      | 0.67     | 0.72      | 0.75                    | 0.88      | 0.92      | #DIV/0!                    | 0.57      | 0.69      | 0.74                    | 0.86      | 0.5       | 0.91  |         |

| Weekday, Peak PM |                           |        |        |                         |      |        |                            |        |        |                         |        |        |       |         |
|------------------|---------------------------|--------|--------|-------------------------|------|--------|----------------------------|--------|--------|-------------------------|--------|--------|-------|---------|
|                  | North Bergen (Southbound) |        |        | East Campus (Westbound) |      |        | South Harrell (Northbound) |        |        | West Bergen (Eastbound) |        |        | Total | Total % |
|                  | Left                      | Thru   | Right  | Left                    | Thru | Right  | Left                       | Thru   | Right  | Left                    | Thru   | Right  |       |         |
| 4:30pm           | 102                       | 41     | 37     | 87                      | 284  | 104    | 20                         | 39     | 86     | 25                      | 305    | 15     | 1145  | 0.2459  |
| 4:45pm           | 77                        | 31     | 26     | 92                      | 299  | 102    | 26                         | 32     | 73     | 20                      | 286    | 20     | 1084  | 0.2328  |
| 5:00pm           | 77                        | 42     | 27     | 84                      | 353  | 105    | 23                         | 40     | 100    | 33                      | 320    | 15     | 1219  | 0.2618  |
| 5:15pm           | 79                        | 34     | 29     | 96                      | 340  | 112    | 20                         | 33     | 87     | 31                      | 331    | 16     | 1208  | 0.2595  |
| Hourly Total     | 335                       | 148    | 119    | 359                     | 1276 | 423    | 89                         | 144    | 346    | 109                     | 1242   | 66     | 4656  | 1       |
| Hourly Total %   | 0.5565                    | 0.2458 | 0.1977 | 0.1744                  | 0.62 | 0.2055 | 0.1537                     | 0.2487 | 0.5976 | 0.0769                  | 0.8765 | 0.0466 | INT   | PHF     |
| PHF              | 0.82                      | 0.88   | 0.8    | 0.93                    | 0.9  | 0.94   | 0.86                       | 0.9    | 0.86   | 0.83                    | 0.94   | 0.82   | 0.95  |         |

221\_Campus\_Pkwy\_Town\_Center\_Blvd

| Weekday, Peak AM |                         |           |           |                         |           |           |                         |           |           |                         |           |           |       |         |
|------------------|-------------------------|-----------|-----------|-------------------------|-----------|-----------|-------------------------|-----------|-----------|-------------------------|-----------|-----------|-------|---------|
|                  | North Town (Southbound) |           |           | East Campus (Westbound) |           |           | South Town (Northbound) |           |           | West Campus (Eastbound) |           |           | Total | Total % |
|                  | Left                    | Thru      | Right     | Left                    | Thru      | Right     | Left                    | Thru      | Right     | Left                    | Thru      | Right     |       |         |
| 7:15am           | 1                       | 0         | 5         | 0                       | 253       | 3         | 0                       | 1         | 0         | 5                       | 313       | 0         | 581   | 27.772  |
| 7:30am           | 1                       | 0         | 11        | 1                       | 272       | 4         | 0                       | 0         | 0         | 5                       | 271       | 1         | 566   | 27.055  |
| 7:45am           | 2                       | 1         | 13        | 1                       | 208       | 6         | 0                       | 0         | 1         | 6                       | 262       | 3         | 503   | 24.044  |
| 8:00am           | 3                       | 1         | 8         | 2                       | 182       | 6         | 0                       | 0         | 1         | 8                       | 229       | 2         | 442   | 21.128  |
| Hourly Total     | 7                       | 2         | 37        | 4                       | 915       | 19        | 0                       | 1         | 2         | 24                      | 1075      | 6         | 2092  | 100     |
| Hourly Total %   | 15.217391               | 4.3478261 | 80.434783 | 0.4264392               | 97.547974 | 2.0255864 | 0                       | 33.333333 | 66.666667 | 2.1719457               | 97.285068 | 0.5429864 | INT   | PHF     |
| PHF              | 0.58                    | 0.5       | 0.71      | 0.5                     | 0.84      | 0.79      | #DIV/0!                 | 0.25      | 0.5       | 0.75                    | 0.86      | 0.5       | 0.90  |         |

| Weekday, Peak PM |                         |        |        |                         |        |        |                         |       |        |                         |       |        |       |         |
|------------------|-------------------------|--------|--------|-------------------------|--------|--------|-------------------------|-------|--------|-------------------------|-------|--------|-------|---------|
|                  | North Town (Southbound) |        |        | East Campus (Westbound) |        |        | South Town (Northbound) |       |        | West Campus (Eastbound) |       |        | Total | Total % |
|                  | Left                    | Thru   | Right  | Left                    | Thru   | Right  | Left                    | Thru  | Right  | Left                    | Thru  | Right  |       |         |
| 4:45pm           | 8                       | 8      | 21     | 33                      | 289    | 13     | 23                      | 8     | 28     | 18                      | 280   | 51     | 780   | 0.2349  |
| 5:00pm           | 9                       | 9      | 19     | 37                      | 340    | 12     | 21                      | 8     | 41     | 16                      | 327   | 47     | 886   | 0.2668  |
| 5:15pm           | 9                       | 8      | 14     | 37                      | 337    | 10     | 27                      | 7     | 39     | 19                      | 309   | 50     | 866   | 0.2608  |
| 5:30pm           | 8                       | 7      | 18     | 35                      | 303    | 9      | 25                      | 6     | 33     | 21                      | 277   | 47     | 789   | 0.2376  |
| Hourly Total     | 34                      | 32     | 72     | 142                     | 1269   | 44     | 96                      | 29    | 141    | 74                      | 1193  | 195    | 3321  | 1       |
| Hourly Total %   | 0.2464                  | 0.2319 | 0.5217 | 0.0976                  | 0.8722 | 0.0302 | 0.3609                  | 0.109 | 0.5301 | 0.0506                  | 0.816 | 0.1334 | INT   | PHF     |
| PHF              | 0.94                    | 0.89   | 0.86   | 0.96                    | 0.93   | 0.85   | 0.89                    | 0.91  | 0.86   | 0.88                    | 0.91  | 0.96   | 0.94  |         |

222\_141st\_St\_Marilyn\_Rd

| Weekday, Peak AM |                            |           |           |                        |           |           |                            |           |         |                        |         |           |         |         |
|------------------|----------------------------|-----------|-----------|------------------------|-----------|-----------|----------------------------|-----------|---------|------------------------|---------|-----------|---------|---------|
|                  | North Marilyn (Southbound) |           |           | East 141st (Westbound) |           |           | South Marilyn (Northbound) |           |         | West 141st (Eastbound) |         |           | Total   | Total % |
|                  | Left                       | Thru      | Right     | Left                   | Thru      | Right     | Left                       | Thru      | Right   | Left                   | Thru    | Right     |         |         |
| 6:45am           | 0                          | 28        | 3         | 10                     | 6         | 2         | 4                          | 14        | 0       | 14                     | 0       | 25        | 106     | 24.537  |
| 7:00am           | 0                          | 20        | 5         | 31                     | 4         | 1         | 9                          | 25        | 0       | 17                     | 0       | 17        | 129     | 29.861  |
| 7:15am           | 0                          | 19        | 8         | 9                      | 3         | 1         | 12                         | 20        | 0       | 17                     | 0       | 15        | 104     | 24.074  |
| 7:30am           | 0                          | 18        | 8         | 1                      | 3         | 2         | 12                         | 16        | 0       | 14                     | 0       | 19        | 93      | 21.528  |
| Hourly Total     | 0                          | 85        | 24        | 51                     | 16        | 6         | 37                         | 75        | 0       | 62                     | 0       | 76        | 432     | 100     |
| Hourly Total %   | 0                          | 77.981651 | 22.018349 | 69.863014              | 21.917808 | 8.2191781 | 33.035714                  | 66.964286 | 0       | 44.927536              | 0       | 55.072464 | INT PHF |         |
| PHF              | #DIV/0!                    | 0.76      | 0.75      | 0.41                   | 0.67      | 0.75      | 0.77                       | 0.75      | #DIV/0! | 0.91                   | #DIV/0! | 0.76      | 0.84    |         |

| Weekday, Peak PM |                            |           |           |                        |           |           |                            |           |       |                        |           |           |         |         |
|------------------|----------------------------|-----------|-----------|------------------------|-----------|-----------|----------------------------|-----------|-------|------------------------|-----------|-----------|---------|---------|
|                  | North Marilyn (Southbound) |           |           | East 141st (Westbound) |           |           | South Marilyn (Northbound) |           |       | West 141st (Eastbound) |           |           | Total   | Total % |
|                  | Left                       | Thru      | Right     | Left                   | Thru      | Right     | Left                       | Thru      | Right | Left                   | Thru      | Right     |         |         |
| 4:30pm           | 3                          | 38        | 17        | 1                      | 3         | 3         | 26                         | 35        | 1     | 24                     | 3         | 23        | 682     | 0.2381  |
| 4:45pm           | 2                          | 40        | 20        | 1                      | 5         | 3         | 24                         | 32        | 1     | 31                     | 1         | 32        | 784     | 0.2737  |
| 5:00pm           | 1                          | 33        | 22        | 1                      | 4         | 1         | 27                         | 34        | 2     | 39                     | 0         | 38        | 722     | 0.2521  |
| 5:15pm           | 2                          | 32        | 29        | 1                      | 4         | 0         | 17                         | 38        | 3     | 36                     | 2         | 34        | 676     | 0.236   |
| Hourly Total     | 8                          | 143       | 88        | 4                      | 16        | 7         | 94                         | 139       | 7     | 130                    | 6         | 127       | 2864    | 1       |
| Hourly Total %   | 7.3394495                  | 131.19266 | 80.733945 | 5.4794521              | 21.917808 | 9.5890411 | 83.928571                  | 124.10714 | 6.25  | 94.202899              | 4.3478261 | 92.028986 | INT PHF |         |
| PHF              | 0.67                       | 0.89      | 0.76      | 1                      | 0.8       | 0.58      | 0.87                       | 0.91      | 0.58  | 0.83                   | 0.5       | 0.84      | 0.91    |         |

## Weekday, Peak AM

|                | North Brooks (Southbound) |           |         | East 141st (Westbound) |         |       | South Brooks (Northbound) |           |           | West 141st (Eastbound) |         |         | Total | Total % |
|----------------|---------------------------|-----------|---------|------------------------|---------|-------|---------------------------|-----------|-----------|------------------------|---------|---------|-------|---------|
|                | Left                      | Thru      | Right   | Left                   | Thru    | Right | Left                      | Thru      | Right     | Left                   | Thru    | Right   |       |         |
| 7:30am         | 7                         | 73        | 0       | 0                      | 0       | 1     | 0                         | 95        | 1         | 0                      | 0       | 0       | 177   | 26.9    |
| 7:45am         | 8                         | 81        | 0       | 1                      | 0       | 1     | 0                         | 59        | 2         | 0                      | 0       | 0       | 152   | 23.1    |
| 8:00am         | 9                         | 82        | 0       | 2                      | 0       | 1     | 0                         | 63        | 2         | 0                      | 0       | 0       | 159   | 24.164  |
| 8:15am         | 9                         | 81        | 0       | 2                      | 0       | 2     | 0                         | 73        | 3         | 0                      | 0       | 0       | 170   | 25.836  |
| Hourly Total   | 33                        | 317       | 0       | 5                      | 0       | 5     | 0                         | 290       | 8         | 0                      | 0       | 0       | 658   | 100     |
| Hourly Total % | 9.4285714                 | 90.571429 | 0       | 50                     | 0       | 50    | 0                         | 97.315436 | 2.6845638 | #DIV/0!                | #DIV/0! | #DIV/0! | INT   | PHF     |
| PHF            | 0.92                      | 0.97      | #DIV/0! | 0.63                   | #DIV/0! | 0.63  | #DIV/0!                   | 0.76      | 0.67      | #DIV/0!                | #DIV/0! | #DIV/0! | 0.93  |         |

## Weekday, Peak PM

|                | North Brooks (Southbound) |           |         | East 141st (Westbound) |         |       | South Brooks (Northbound) |           |           | West 141st (Eastbound) |         |         | Total | Total % |
|----------------|---------------------------|-----------|---------|------------------------|---------|-------|---------------------------|-----------|-----------|------------------------|---------|---------|-------|---------|
|                | Left                      | Thru      | Right   | Left                   | Thru    | Right | Left                      | Thru      | Right     | Left                   | Thru    | Right   |       |         |
| 4:30pm         | 24                        | 107       | 0       | 22                     | 0       | 21    | 0                         | 113       | 19        | 0                      | 0       | 0       | 306   | 46.505  |
| 4:45pm         | 33                        | 108       | 0       | 25                     | 0       | 24    | 0                         | 112       | 21        | 0                      | 0       | 0       | 323   | 49.088  |
| 5:00pm         | 19                        | 141       | 0       | 24                     | 0       | 26    | 0                         | 106       | 29        | 0                      | 0       | 0       | 345   | 52.432  |
| 5:15pm         | 33                        | 121       | 0       | 27                     | 0       | 21    | 0                         | 102       | 35        | 0                      | 0       | 0       | 339   | 51.52   |
| Hourly Total   | 109                       | 477       | 0       | 98                     | 0       | 92    | 0                         | 433       | 104       | 0                      | 0       | 0       | 1313  | 199.54  |
| Hourly Total % | 31.142857                 | 136.28571 | 0       | 980                    | 0       | 920   | 0                         | 145.30201 | 34.899329 | #DIV/0!                | #DIV/0! | #DIV/0! | INT   | PHF     |
| PHF            | 0.83                      | 0.85      | #DIV/0! | 0.91                   | #DIV/0! | 0.88  | #DIV/0!                   | 0.96      | 0.74      | #DIV/0!                | #DIV/0! | #DIV/0! | 0.95  |         |



224\_141st\_St\_Cabela\_Pkwy

Weekday, Peak AM

|                | North Cabela (Southbound) |           |           | East 141st (Westbound) |           |           | South Cabela (Northbound) |           |         | West 141st (Eastbound) |           |           | Total   | Total % |
|----------------|---------------------------|-----------|-----------|------------------------|-----------|-----------|---------------------------|-----------|---------|------------------------|-----------|-----------|---------|---------|
|                | Left                      | Thru      | Right     | Left                   | Thru      | Right     | Left                      | Thru      | Right   | Left                   | Thru      | Right     |         |         |
| 8:00am         | 2                         | 2         | 1         | 0                      | 0         | 1         | 0                         | 2         | 0       | 0                      | 6         | 3         | 17      | 19.101  |
| 8:15am         | 2                         | 2         | 1         | 0                      | 0         | 1         | 1                         | 3         | 0       | 0                      | 4         | 5         | 19      | 21.348  |
| 8:30am         | 4                         | 3         | 1         | 0                      | 1         | 1         | 1                         | 5         | 0       | 0                      | 3         | 7         | 26      | 29.213  |
| 8:45am         | 3                         | 4         | 1         | 0                      | 1         | 2         | 0                         | 5         | 0       | 1                      | 3         | 7         | 27      | 30.337  |
| Hourly Total   | 11                        | 11        | 4         | 0                      | 2         | 5         | 2                         | 15        | 0       | 1                      | 16        | 22        | 89      | 100     |
| Hourly Total % | 42.307692                 | 42.307692 | 15.384615 | 0                      | 28.571429 | 71.428571 | 11.764706                 | 88.235294 | 0       | 2.5641026              | 41.025641 | 56.410256 | INT PHF |         |
| PHF            | 0.69                      | 0.69      | 1         | #DIV/0!                | 0.5       | 0.63      | 0.5                       | 0.75      | #DIV/0! | 0.25                   | 0.67      | 0.79      | 0.82    |         |

Weekday, Peak PM

|                | North Cabela (Southbound) |           |           | East 141st (Westbound) |           |           | South Cabela (Northbound) |           |           | West 141st (Eastbound) |           |           | Total   | Total % |
|----------------|---------------------------|-----------|-----------|------------------------|-----------|-----------|---------------------------|-----------|-----------|------------------------|-----------|-----------|---------|---------|
|                | Left                      | Thru      | Right     | Left                   | Thru      | Right     | Left                      | Thru      | Right     | Left                   | Thru      | Right     |         |         |
| 6:00pm         | 12                        | 15        | 7         | 4                      | 22        | 16        | 6                         | 19        | 7         | 1                      | 21        | 13        | 143     | 160.67  |
| 6:15pm         | 12                        | 22        | 9         | 5                      | 32        | 15        | 5                         | 16        | 6         | 2                      | 19        | 10        | 153     | 171.91  |
| 6:30pm         | 12                        | 17        | 11        | 6                      | 27        | 15        | 7                         | 21        | 6         | 3                      | 19        | 8         | 152     | 170.79  |
| 6:45pm         | 10                        | 18        | 10        | 6                      | 28        | 13        | 7                         | 15        | 5         | 4                      | 15        | 7         | 138     | 155.06  |
| Hourly Total   | 46                        | 72        | 37        | 21                     | 109       | 59        | 25                        | 71        | 24        | 10                     | 74        | 38        | 586     | 658.43  |
| Hourly Total % | 176.92308                 | 276.92308 | 142.30769 | 300                    | 1557.1429 | 842.85714 | 147.05882                 | 417.64706 | 141.17647 | 25.641026              | 189.74359 | 97.435897 | INT PHF |         |
| PHF            | 0.96                      | 0.82      | 0.84      | 0.88                   | 0.85      | 0.92      | 0.89                      | 0.85      | 0.86      | 0.63                   | 0.88      | 0.73      | 0.96    |         |

226\_136th\_St\_Cabela\_Pkwy

Weekday, Peak AM

|                | North Cabela (Southbound) |             | East 136th (Westbound) |             | West 136th (Eastbound) |             | Total   | Total % |
|----------------|---------------------------|-------------|------------------------|-------------|------------------------|-------------|---------|---------|
|                | Left                      | Right       | Thru                   | Right       | Left                   | Thru        |         |         |
| 8:00am         | 0                         | 5           | 9                      | 2           | 4                      | 35          | 55      | 26.442  |
| 8:15am         | 0                         | 6           | 7                      | 1           | 5                      | 31          | 50      | 24.038  |
| 8:30am         | 1                         | 7           | 6                      | 1           | 8                      | 31          | 54      | 25.962  |
| 8:45am         | 1                         | 7           | 5                      | 2           | 9                      | 25          | 49      | 23.558  |
| Hourly Total   | 2                         | 25          | 27                     | 6           | 26                     | 122         | 208     | 100     |
| Hourly Total % | 7.407407407               | 92.59259259 | 81.81818182            | 18.18181818 | 17.56756757            | 82.43243243 | INT PHF |         |
| PHF            | 0.5                       | 0.89        | 0.75                   | 0.75        | 0.72                   | 0.87        | 0.95    |         |

Weekday, Peak PM

|                | North Cabela (Southbound) |        | East 136th (Westbound) |        | West 136th (Eastbound) |        | Total   | Total % |
|----------------|---------------------------|--------|------------------------|--------|------------------------|--------|---------|---------|
|                | Left                      | Right  | Thru                   | Right  | Left                   | Thru   |         |         |
| 4:45pm         | 8                         | 16     | 53                     | 4      | 18                     | 75     | 174     | 0.2468  |
| 5:00pm         | 10                        | 16     | 67                     | 4      | 17                     | 69     | 183     | 0.2596  |
| 5:15pm         | 8                         | 17     | 53                     | 4      | 30                     | 68     | 180     | 0.2553  |
| 5:30pm         | 6                         | 15     | 54                     | 4      | 19                     | 70     | 168     | 0.2383  |
| Hourly Total   | 32                        | 64     | 227                    | 16     | 84                     | 282    | 705     | 1       |
| Hourly Total % | 0.3333                    | 0.6667 | 0.9342                 | 0.0658 | 0.2295                 | 0.7705 | INT PHF |         |
| PHF            | 0.8                       | 0.94   | 0.85                   | 1      | 0.7                    | 0.94   | 0.96    |         |

## Weekday, Peak AM

|                | North Brooks (Southbound) |      |         | East 136th (Westbound) |         |         | South Brooks (Northbound) |           |           | West 136th (Eastbound) |           |         | Total | Total % |
|----------------|---------------------------|------|---------|------------------------|---------|---------|---------------------------|-----------|-----------|------------------------|-----------|---------|-------|---------|
|                | Left                      | Thru | Right   | Left                   | Thru    | Right   | Left                      | Thru      | Right     | Left                   | Thru      | Right   |       |         |
| 8:00am         | 0                         | 63   | 0       | 9                      | 0       | 0       | 0                         | 62        | 28        | 3                      | 23        | 0       | 188   | 25.789  |
| 8:15am         | 0                         | 77   | 0       | 11                     | 0       | 0       | 0                         | 64        | 22        | 4                      | 22        | 0       | 200   | 27.435  |
| 8:30am         | 0                         | 42   | 0       | 11                     | 0       | 0       | 0                         | 65        | 26        | 7                      | 15        | 0       | 166   | 22.771  |
| 8:45am         | 0                         | 56   | 0       | 10                     | 0       | 0       | 0                         | 65        | 27        | 6                      | 11        | 0       | 175   | 24.005  |
| Hourly Total   | 0                         | 238  | 0       | 41                     | 0       | 0       | 0                         | 256       | 103       | 20                     | 71        | 0       | 729   | 100     |
| Hourly Total % | 0                         | 100  | 0       | 100                    | 0       | 0       | 0                         | 71.309192 | 28.690808 | 21.978022              | 78.021978 | 0       | INT   | PHF     |
| PHF            | #DIV/0!                   | 0.77 | #DIV/0! | 0.93                   | #DIV/0! | #DIV/0! | #DIV/0!                   | 0.98      | 0.92      | 0.71                   | 0.77      | #DIV/0! | 0.91  |         |

## Weekday, Peak PM

|                | North Brooks (Southbound) |           |         | East 136th (Westbound) |         |         | South Brooks (Northbound) |           |           | West 136th (Eastbound) |           |         | Total | Total % |
|----------------|---------------------------|-----------|---------|------------------------|---------|---------|---------------------------|-----------|-----------|------------------------|-----------|---------|-------|---------|
|                | Left                      | Thru      | Right   | Left                   | Thru    | Right   | Left                      | Thru      | Right     | Left                   | Thru      | Right   |       |         |
| 4:30pm         | 0                         | 116       | 0       | 35                     | 0       | 0       | 0                         | 124       | 53        | 14                     | 32        | 0       | 374   | 51.303  |
| 4:45pm         | 0                         | 107       | 0       | 52                     | 0       | 0       | 0                         | 128       | 65        | 13                     | 37        | 0       | 402   | 55.144  |
| 5:00pm         | 0                         | 139       | 0       | 56                     | 0       | 0       | 0                         | 122       | 55        | 12                     | 37        | 0       | 421   | 57.75   |
| 5:15pm         | 0                         | 130       | 0       | 40                     | 0       | 0       | 0                         | 121       | 67        | 12                     | 30        | 0       | 400   | 54.87   |
| Hourly Total   | 0                         | 492       | 0       | 183                    | 0       | 0       | 0                         | 495       | 240       | 51                     | 136       | 0       | 1597  | 219.07  |
| Hourly Total % | 0                         | 206.72269 | 0       | 446.34146              | 0       | 0       | 0                         | 137.88301 | 66.852368 | 56.043956              | 149.45055 | 0       | INT   | PHF     |
| PHF            | #DIV/0!                   | 0.88      | #DIV/0! | 0.82                   | #DIV/0! | #DIV/0! | #DIV/0!                   | 0.97      | 0.9       | 0.91                   | 0.92      | #DIV/0! | 0.95  |         |

228\_156th\_St\_Cyntheanne\_Rd

| Weekday, Peak AM |                               |      |       |                        |      |       |                               |        |       |                        |      |       |         |         |
|------------------|-------------------------------|------|-------|------------------------|------|-------|-------------------------------|--------|-------|------------------------|------|-------|---------|---------|
|                  | North Cyntheanne (Southbound) |      |       | East 156th (Westbound) |      |       | South Cyntheanne (Northbound) |        |       | West 156th (Eastbound) |      |       | Total   | Total % |
|                  | Left                          | Thru | Right | Left                   | Thru | Right | Left                          | Thru   | Right | Left                   | Thru | Right |         |         |
| 7:30am           | 0                             | 10   | 0     | 0                      | 1    | 0     | 1                             | 47     | 0     | 0                      | 0    | 0     | 59      | 0.3806  |
| 7:45am           | 0                             | 14   | 0     | 0                      | 1    | 0     | 0                             | 21     | 0     | 0                      | 0    | 0     | 36      | 0.2323  |
| 8:00am           | 0                             | 15   | 0     | 0                      | 0    | 0     | 0                             | 19     | 0     | 0                      | 0    | 0     | 34      | 0.2194  |
| 8:15am           | 0                             | 12   | 0     | 0                      | 0    | 0     | 0                             | 14     | 0     | 0                      | 0    | 0     | 26      | 0.1677  |
| Hourly Total     | 0                             | 51   | 0     | 0                      | 2    | 0     | 1                             | 101    | 0     | 0                      | 0    | 0     | 155     | 1       |
| Hourly Total %   | 0                             | 1    | 0     | 0                      | 1    | 0     | 0.0098                        | 0.9902 | 0     | 0                      | 0    | 0     | INT PHF |         |
| PHF              | 0                             | 0.85 | 0     | 0                      | 0.5  | 0     | 0.25                          | 0.54   | 0     | 0                      | 0    | 0     | 0.66    |         |

| Weekday, Peak PM |                               |        |       |                        |      |       |                               |        |       |                        |        |        |         |         |
|------------------|-------------------------------|--------|-------|------------------------|------|-------|-------------------------------|--------|-------|------------------------|--------|--------|---------|---------|
|                  | North Cyntheanne (Southbound) |        |       | East 156th (Westbound) |      |       | South Cyntheanne (Northbound) |        |       | West 156th (Eastbound) |        |        | Total   | Total % |
|                  | Left                          | Thru   | Right | Left                   | Thru | Right | Left                          | Thru   | Right | Left                   | Thru   | Right  |         |         |
| 4:00pm           | 0                             | 16     | 0     | 0                      | 0    | 0     | 2                             | 31     | 0     | 0                      | 0      | 1      | 50      | 0.2326  |
| 4:15pm           | 0                             | 19     | 0     | 0                      | 0    | 0     | 3                             | 22     | 0     | 0                      | 1      | 1      | 46      | 0.214   |
| 4:30pm           | 0                             | 27     | 0     | 0                      | 0    | 0     | 3                             | 25     | 0     | 0                      | 3      | 1      | 59      | 0.2744  |
| 4:45pm           | 2                             | 32     | 0     | 0                      | 0    | 0     | 3                             | 19     | 0     | 0                      | 2      | 2      | 60      | 0.2791  |
| Hourly Total     | 2                             | 94     | 0     | 0                      | 0    | 0     | 11                            | 97     | 0     | 0                      | 6      | 5      | 215     | 1       |
| Hourly Total %   | 0.0208                        | 0.9792 | 0     | 0                      | 0    | 0     | 0.1019                        | 0.8981 | 0     | 0                      | 0.5455 | 0.4545 | INT PHF |         |
| PHF              | 0.25                          | 0.73   | 0     | 0                      | 0    | 0     | 0.92                          | 0.78   | 0     | 0                      | 0.5    | 0.62   | 0.90    |         |

## Weekday, Peak AM

|                | North Prairie (Southbound) |      |       | East 156th (Westbound) |      |       | South Prairie (Northbound) |        |       | West 156th (Eastbound) |      |       | Total   | Total % |
|----------------|----------------------------|------|-------|------------------------|------|-------|----------------------------|--------|-------|------------------------|------|-------|---------|---------|
|                | Left                       | Thru | Right | Left                   | Thru | Right | Left                       | Thru   | Right | Left                   | Thru | Right |         |         |
| 6:45am         | 0                          | 31   | 0     | 0                      | 1    | 0     | 5                          | 8      | 0     | 0                      | 1    | 0     | 46      | 0.2968  |
| 7:00am         | 0                          | 19   | 0     | 0                      | 1    | 0     | 2                          | 7      | 0     | 0                      | 0    | 0     | 29      | 0.1871  |
| 7:15am         | 0                          | 21   | 0     | 0                      | 1    | 0     | 0                          | 16     | 0     | 0                      | 0    | 0     | 38      | 0.2452  |
| 7:30am         | 0                          | 31   | 0     | 1                      | 1    | 0     | 0                          | 9      | 0     | 0                      | 0    | 0     | 42      | 0.271   |
| Hourly Total   | 0                          | 102  | 0     | 1                      | 4    | 0     | 7                          | 40     | 0     | 0                      | 1    | 0     | 155     | 1       |
| Hourly Total % | 0                          | 1    | 0     | 0.2                    | 0.8  | 0     | 0.1489                     | 0.8511 | 0     | 0                      | 1    | 0     | INT PHF |         |
| PHF            | 0                          | 0.82 | 0     | 0.25                   | 1    | 0     | 0.35                       | 0.62   | 0     | 0                      | 0.25 | 0     | 0.84    |         |

## Weekday, Peak PM

|                | North Prairie (Southbound) |        |        | East 156th (Westbound) |      |       | South Prairie (Northbound) |        |        | West 156th (Eastbound) |      |       | Total   | Total % |
|----------------|----------------------------|--------|--------|------------------------|------|-------|----------------------------|--------|--------|------------------------|------|-------|---------|---------|
|                | Left                       | Thru   | Right  | Left                   | Thru | Right | Left                       | Thru   | Right  | Left                   | Thru | Right |         |         |
| 4:15pm         | 0                          | 15     | 0      | 0                      | 2    | 0     | 0                          | 31     | 1      | 0                      | 1    | 0     | 50      | 0.1931  |
| 4:30pm         | 0                          | 16     | 0      | 0                      | 4    | 0     | 0                          | 66     | 2      | 0                      | 1    | 0     | 89      | 0.3436  |
| 4:45pm         | 0                          | 19     | 0      | 0                      | 4    | 0     | 0                          | 40     | 2      | 0                      | 2    | 0     | 67      | 0.2587  |
| 5:00pm         | 0                          | 15     | 1      | 0                      | 2    | 0     | 0                          | 30     | 1      | 0                      | 4    | 0     | 53      | 0.2046  |
| Hourly Total   | 0                          | 65     | 1      | 0                      | 12   | 0     | 0                          | 167    | 6      | 0                      | 8    | 0     | 259     | 1       |
| Hourly Total % | 0                          | 0.9848 | 0.0152 | 0                      | 1    | 0     | 0                          | 0.9653 | 0.0347 | 0                      | 1    | 0     | INT PHF |         |
| PHF            | 0                          | 0.86   | 0.25   | 0                      | 0.75 | 0     | 0                          | 0.63   | 0.75   | 0                      | 0.5  | 0     | 0.73    |         |

231\_SR\_32\_Oakmont\_Dr

Weekday, Peak AM

|                | Oakmont Dr (Southbound) |        | SR 32 (Westbound) |        | SR 32 (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|--------|-------------------|--------|-------------------|--------|---------|---------|
|                | Left                    | Right  | Thru              | Right  | Left              | Thru   |         |         |
| 7:15am         | 3                       | 18     | 190               | 5      | 3                 | 105    | 324     | 0.2177  |
| 7:30am         | 6                       | 14     | 196               | 3      | 3                 | 185    | 407     | 0.2735  |
| 7:45am         | 3                       | 9      | 170               | 0      | 1                 | 205    | 388     | 0.2608  |
| 8:00am         | 0                       | 6      | 163               | 1      | 2                 | 197    | 369     | 0.248   |
| Hourly Total   | 12                      | 47     | 719               | 9      | 9                 | 692    | 1488    | 1       |
| Hourly Total % | 0.2034                  | 0.7966 | 0.9876            | 0.0124 | 0.0128            | 0.9872 | INT PHF |         |
| PHF            | 0.5                     | 0.65   | 0.92              | 0.45   | 0.75              | 0.84   | 0.91    |         |

Weekday, Peak PM

|                | Oakmont Dr (Southbound) |        | SR 32 (Westbound) |        | SR 32 (Eastbound) |        | Total   | Total % |
|----------------|-------------------------|--------|-------------------|--------|-------------------|--------|---------|---------|
|                | Left                    | Right  | Thru              | Right  | Left              | Thru   |         |         |
| 4:30pm         | 1                       | 13     | 247               | 12     | 9                 | 224    | 506     | 0.2413  |
| 4:45pm         | 1                       | 6      | 231               | 10     | 11                | 250    | 509     | 0.2427  |
| 5:00pm         | 2                       | 5      | 238               | 8      | 14                | 301    | 568     | 0.2709  |
| 5:15pm         | 2                       | 8      | 232               | 7      | 13                | 252    | 514     | 0.2451  |
| Hourly Total   | 6                       | 32     | 948               | 37     | 47                | 1027   | 2097    | 1       |
| Hourly Total % | 0.1579                  | 0.8421 | 0.9624            | 0.0376 | 0.0438            | 0.9562 | INT PHF |         |
| PHF            | 0.75                    | 0.62   | 0.96              | 0.77   | 0.84              | 0.85   | 0.92    |         |

## Weekday, Peak AM

|                |  | Logan St (Southbound) (Southbound) |      |         | River Rd (Westbound) (Westbound) |         |       | Logan St (Northbound) (Northbound) |           |           | River Rd (Eastbound) (Eastbound) |         |         |       |         |
|----------------|--|------------------------------------|------|---------|----------------------------------|---------|-------|------------------------------------|-----------|-----------|----------------------------------|---------|---------|-------|---------|
|                |  | Left                               | Thru | Right   | Left                             | Thru    | Right | Left                               | Thru      | Right     | Left                             | Thru    | Right   | Total | Total % |
| 8:00am         |  | 0                                  | 5    | 0       | 9                                | 0       | 0     | 0                                  | 6         | 5         | 0                                | 0       | 0       | 25    | 16.892  |
| 8:15am         |  | 0                                  | 7    | 0       | 10                               | 0       | 0     | 0                                  | 8         | 5         | 0                                | 0       | 0       | 30    | 20.27   |
| 8:30am         |  | 0                                  | 10   | 0       | 13                               | 0       | 1     | 0                                  | 11        | 7         | 0                                | 0       | 0       | 42    | 28.378  |
| 8:45am         |  | 0                                  | 14   | 0       | 15                               | 0       | 2     | 0                                  | 12        | 8         | 0                                | 0       | 0       | 51    | 34.459  |
| Hourly Total   |  | 0                                  | 36   | 0       | 47                               | 0       | 3     | 0                                  | 37        | 25        | 0                                | 0       | 0       | 148   | 100     |
| Hourly Total % |  | 0                                  | 100  | 0       | 94                               | 0       | 6     | 0                                  | 59.677419 | 40.322581 | #DIV/0!                          | #DIV/0! | #DIV/0! | INT   | PHF     |
| PHF            |  | #DIV/0!                            | 0.64 | #DIV/0! | 0.78                             | #DIV/0! | 0.38  | #DIV/0!                            | 0.77      | 0.78      | #DIV/0!                          | #DIV/0! | #DIV/0! | 0.73  |         |

## Weekday, Peak PM

|                |  | Logan St (Southbound) (Southbound) |        |        | River Rd (Westbound) (Westbound) |      |        | Logan St (Northbound) (Northbound) |        |        | River Rd (Eastbound) (Eastbound) |       |       |       |         |
|----------------|--|------------------------------------|--------|--------|----------------------------------|------|--------|------------------------------------|--------|--------|----------------------------------|-------|-------|-------|---------|
|                |  | Left                               | Thru   | Right  | Left                             | Thru | Right  | Left                               | Thru   | Right  | Left                             | Thru  | Right | Total | Total % |
| 3:45pm         |  | 25                                 | 32     | 1      | 45                               | 0    | 6      | 0                                  | 18     | 23     | 0                                | 1     | 0     | 151   | 0.2257  |
| 4:00pm         |  | 12                                 | 33     | 0      | 50                               | 0    | 6      | 1                                  | 19     | 32     | 0                                | 1     | 1     | 155   | 0.2317  |
| 4:15pm         |  | 14                                 | 40     | 0      | 47                               | 0    | 4      | 1                                  | 16     | 29     | 0                                | 2     | 1     | 154   | 0.2302  |
| 4:30pm         |  | 52                                 | 58     | 0      | 48                               | 0    | 2      | 1                                  | 15     | 31     | 0                                | 1     | 1     | 209   | 0.3124  |
| Hourly Total   |  | 103                                | 163    | 1      | 190                              | 0    | 18     | 3                                  | 68     | 115    | 0                                | 5     | 3     | 669   | 1       |
| Hourly Total % |  | 0.3858                             | 0.6105 | 0.0037 | 0.9135                           | 0    | 0.0865 | 0.0161                             | 0.3656 | 0.6183 | 0                                | 0.625 | 0.375 | INT   | PHF     |
| PHF            |  | 0.5                                | 0.7    | 0.25   | 0.95                             | 0    | 0.75   | 0.75                               | 0.89   | 0.9    | 0                                | 0.62  | 0.75  | 0.80  |         |

| Weekday, Peak AM |                          |        |        |                      |        |        |                          |        |        |                      |        |        |         |         |
|------------------|--------------------------|--------|--------|----------------------|--------|--------|--------------------------|--------|--------|----------------------|--------|--------|---------|---------|
|                  | Lakeview Dr (Southbound) |        |        | Logan St (Westbound) |        |        | Lakeview Dr (Northbound) |        |        | Logan St (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                 | Thru   | Right  | Left                     | Thru   | Right  | Left                 | Thru   | Right  |         |         |
| 7:45am           | 67                       | 8      | 19     | 20                   | 71     | 40     | 0                        | 2      | 6      | 5                    | 97     | 12     | 347     | 0.2889  |
| 8:00am           | 61                       | 7      | 12     | 11                   | 66     | 24     | 0                        | 3      | 7      | 5                    | 107    | 6      | 309     | 0.2573  |
| 8:15am           | 60                       | 7      | 7      | 8                    | 61     | 25     | 2                        | 3      | 7      | 4                    | 75     | 4      | 263     | 0.219   |
| 8:30am           | 50                       | 8      | 5      | 9                    | 71     | 34     | 3                        | 1      | 7      | 4                    | 86     | 4      | 282     | 0.2348  |
| Hourly Total     | 238                      | 30     | 43     | 48                   | 269    | 123    | 5                        | 9      | 27     | 18                   | 365    | 26     | 1201    | 1       |
| Hourly Total %   | 0.7653                   | 0.0965 | 0.1383 | 0.1091               | 0.6114 | 0.2795 | 0.122                    | 0.2195 | 0.6585 | 0.044                | 0.8924 | 0.0636 | INT PHF | 0.87    |
| PHF              | 0.89                     | 0.94   | 0.57   | 0.6                  | 0.95   | 0.77   | 0.42                     | 0.75   | 0.96   | 0.9                  | 0.85   | 0.54   |         |         |

| Weekday, Peak PM |                          |        |        |                      |        |       |                          |        |        |                      |        |        |         |         |
|------------------|--------------------------|--------|--------|----------------------|--------|-------|--------------------------|--------|--------|----------------------|--------|--------|---------|---------|
|                  | Lakeview Dr (Southbound) |        |        | Logan St (Westbound) |        |       | Lakeview Dr (Northbound) |        |        | Logan St (Eastbound) |        |        | Total   | Total % |
|                  | Left                     | Thru   | Right  | Left                 | Thru   | Right | Left                     | Thru   | Right  | Left                 | Thru   | Right  |         |         |
| 4:30pm           | 62                       | 2      | 6      | 9                    | 100    | 60    | 5                        | 10     | 10     | 6                    | 140    | 1      | 411     | 0.2444  |
| 4:45pm           | 74                       | 3      | 5      | 9                    | 93     | 72    | 6                        | 11     | 12     | 5                    | 118    | 2      | 410     | 0.2438  |
| 5:00pm           | 80                       | 3      | 6      | 8                    | 96     | 87    | 5                        | 15     | 11     | 5                    | 114    | 1      | 431     | 0.2562  |
| 5:15pm           | 80                       | 2      | 7      | 8                    | 109    | 75    | 3                        | 13     | 15     | 6                    | 111    | 1      | 430     | 0.2556  |
| Hourly Total     | 296                      | 10     | 24     | 34                   | 398    | 294   | 19                       | 49     | 48     | 22                   | 483    | 5      | 1682    | 1       |
| Hourly Total %   | 0.897                    | 0.0303 | 0.0727 | 0.0468               | 0.5482 | 0.405 | 0.1638                   | 0.4224 | 0.4138 | 0.0431               | 0.9471 | 0.0098 | INT PHF |         |
| PHF              | 0.93                     | 0.83   | 0.86   | 0.94                 | 0.91   | 0.84  | 0.79                     | 0.82   | 0.8    | 0.92                 | 0.86   | 0.62   | 0.98    |         |



234\_SR\_19\_Logan\_St

| Weekday, Peak AM |                       |           |           |                   |           |           |                       |           |           |                   |           |           |         |         |
|------------------|-----------------------|-----------|-----------|-------------------|-----------|-----------|-----------------------|-----------|-----------|-------------------|-----------|-----------|---------|---------|
|                  | Logan St (Southbound) |           |           | SR 19 (Westbound) |           |           | Logan St (Northbound) |           |           | SR 19 (Eastbound) |           |           | Total   | Total % |
|                  | Left                  | Thru      | Right     | Left              | Thru      | Right     | Left                  | Thru      | Right     | Left              | Thru      | Right     |         |         |
| 7:30am           | 38                    | 141       | 78        | 0                 | 59        | 23        | 7                     | 24        | 6         | 24                | 93        | 11        | 504     | 25.493  |
| 7:45am           | 59                    | 161       | 64        | 0                 | 75        | 24        | 8                     | 31        | 12        | 31                | 125       | 21        | 611     | 30.905  |
| 8:00am           | 33                    | 89        | 57        | 0                 | 44        | 12        | 9                     | 19        | 7         | 34                | 124       | 13        | 441     | 22.307  |
| 8:15am           | 22                    | 92        | 50        | 0                 | 45        | 8         | 15                    | 24        | 5         | 31                | 115       | 14        | 421     | 21.295  |
| Hourly Total     | 152                   | 483       | 249       | 0                 | 223       | 67        | 39                    | 98        | 30        | 120               | 457       | 59        | 1977    | 100     |
| Hourly Total %   | 17.19457              | 54.638009 | 28.167421 | 0                 | 76.896552 | 23.103448 | 23.353293             | 58.682635 | 17.964072 | 18.867925         | 71.855346 | 9.2767296 | INT PHF |         |
| PHF              | 0.64                  | 0.75      | 0.8       | #DIV/0!           | 0.74      | 0.7       | 0.65                  | 0.79      | 0.63      | 0.88              | 0.91      | 0.7       | 0.81    |         |

| Weekday, Peak PM |                       |           |           |                   |           |           |                       |           |           |                   |           |           |         |         |
|------------------|-----------------------|-----------|-----------|-------------------|-----------|-----------|-----------------------|-----------|-----------|-------------------|-----------|-----------|---------|---------|
|                  | Logan St (Southbound) |           |           | SR 19 (Westbound) |           |           | Logan St (Northbound) |           |           | SR 19 (Eastbound) |           |           | Total   | Total % |
|                  | Left                  | Thru      | Right     | Left              | Thru      | Right     | Left                  | Thru      | Right     | Left              | Thru      | Right     |         |         |
| 4:30pm           | 17                    | 46        | 53        | 0                 | 114       | 68        | 27                    | 87        | 3         | 98                | 113       | 15        | 641     | 32.423  |
| 4:45pm           | 30                    | 50        | 52        | 0                 | 122       | 54        | 22                    | 87        | 3         | 91                | 130       | 17        | 658     | 33.283  |
| 5:00pm           | 14                    | 53        | 58        | 0                 | 123       | 53        | 20                    | 106       | 4         | 96                | 126       | 13        | 666     | 33.687  |
| 5:15pm           | 23                    | 44        | 54        | 0                 | 122       | 44        | 29                    | 91        | 4         | 104               | 117       | 15        | 647     | 32.726  |
| Hourly Total     | 84                    | 193       | 217       | 0                 | 481       | 219       | 98                    | 371       | 14        | 389               | 486       | 60        | 2612    | 132.12  |
| Hourly Total %   | 9.5022624             | 21.832579 | 24.547511 | 0                 | 165.86207 | 75.517241 | 58.682635             | 222.15569 | 8.3832335 | 61.163522         | 76.415094 | 9.4339623 | INT PHF |         |
| PHF              | 0.7                   | 0.91      | 0.94      | #DIV/0!           | 0.98      | 0.81      | 0.84                  | 0.88      | 0.88      | 0.94              | 0.93      | 0.88      | 0.98    |         |

235\_SR\_19\_Logan\_St

| Weekday, Peak AM |                       |          |           |                   |           |           |                       |           |           |                   |           |           |         |         |
|------------------|-----------------------|----------|-----------|-------------------|-----------|-----------|-----------------------|-----------|-----------|-------------------|-----------|-----------|---------|---------|
|                  | Logan St (Southbound) |          |           | SR 19 (Westbound) |           |           | Logan St (Northbound) |           |           | SR 19 (Eastbound) |           |           | Total   | Total % |
|                  | Left                  | Thru     | Right     | Left              | Thru      | Right     | Left                  | Thru      | Right     | Left              | Thru      | Right     |         |         |
| 7:15am           | 9                     | 57       | 12        | 1                 | 185       | 4         | 53                    | 34        | 0         | 1                 | 75        | 71        | 502     | 21.76   |
| 7:30am           | 10                    | 67       | 8         | 1                 | 183       | 6         | 62                    | 46        | 0         | 1                 | 109       | 104       | 597     | 25.878  |
| 7:45am           | 10                    | 73       | 6         | 2                 | 190       | 7         | 47                    | 64        | 1         | 2                 | 119       | 149       | 670     | 29.042  |
| 8:00am           | 9                     | 48       | 4         | 2                 | 153       | 7         | 41                    | 20        | 1         | 3                 | 137       | 113       | 538     | 23.32   |
| Hourly Total     | 38                    | 245      | 30        | 6                 | 711       | 24        | 203                   | 164       | 2         | 7                 | 440       | 437       | 2307    | 100     |
| Hourly Total %   | 12.140575             | 78.27476 | 9.5846645 | 0.8097166         | 95.951417 | 3.2388664 | 55.01355              | 44.444444 | 0.5420054 | 0.7918552         | 49.773756 | 49.434389 | INT PHF |         |
| PHF              | 0.95                  | 0.84     | 0.63      | 0.75              | 0.94      | 0.86      | 0.82                  | 0.64      | 0.5       | 0.58              | 0.8       | 0.73      | 0.86    |         |

| Weekday, Peak PM |                       |           |           |                   |           |          |                       |           |           |                   |           |          |         |         |
|------------------|-----------------------|-----------|-----------|-------------------|-----------|----------|-----------------------|-----------|-----------|-------------------|-----------|----------|---------|---------|
|                  | Logan St (Southbound) |           |           | SR 19 (Westbound) |           |          | Logan St (Northbound) |           |           | SR 19 (Eastbound) |           |          | Total   | Total % |
|                  | Left                  | Thru      | Right     | Left              | Thru      | Right    | Left                  | Thru      | Right     | Left              | Thru      | Right    |         |         |
| 4:30pm           | 9                     | 61        | 9         | 1                 | 201       | 10       | 72                    | 64        | 4         | 4                 | 184       | 139      | 758     | 32.857  |
| 4:45pm           | 10                    | 73        | 7         | 1                 | 207       | 12       | 69                    | 70        | 2         | 2                 | 164       | 135      | 752     | 32.596  |
| 5:00pm           | 11                    | 61        | 6         | 0                 | 227       | 11       | 75                    | 77        | 2         | 2                 | 177       | 156      | 805     | 34.894  |
| 5:15pm           | 9                     | 65        | 5         | 1                 | 199       | 10       | 85                    | 65        | 2         | 2                 | 208       | 141      | 792     | 34.33   |
| Hourly Total     | 39                    | 260       | 27        | 3                 | 834       | 43       | 301                   | 276       | 10        | 10                | 733       | 571      | 3107    | 134.68  |
| Hourly Total %   | 12.460064             | 83.067093 | 8.6261981 | 0.4048583         | 112.55061 | 5.802969 | 81.571816             | 74.796748 | 2.7100271 | 1.1312217         | 82.918552 | 64.59276 | INT PHF |         |
| PHF              | 0.89                  | 0.89      | 0.75      | 0.75              | 0.92      | 0.9      | 0.89                  | 0.9       | 0.63      | 0.63              | 0.88      | 0.92     | 0.96    |         |

236\_S\_8th\_St\_Maple\_Ave

Weekday, Peak AM

|                | S 8th St (Southbound) |        |        | Maple Ave (Westbound) |        |        | S 8th St (Northbound) |        |        | Maple Ave (Eastbound) |      |       | Total   | Total % |
|----------------|-----------------------|--------|--------|-----------------------|--------|--------|-----------------------|--------|--------|-----------------------|------|-------|---------|---------|
|                | Left                  | Thru   | Right  | Left                  | Thru   | Right  | Left                  | Thru   | Right  | Left                  | Thru | Right |         |         |
| 7:30am         | 2                     | 171    | 2      | 0                     | 0      | 6      | 4                     | 112    | 0      | 0                     | 0    | 4     | 301     | 0.2613  |
| 7:45am         | 4                     | 224    | 1      | 0                     | 0      | 7      | 2                     | 117    | 1      | 0                     | 0    | 5     | 361     | 0.3134  |
| 8:00am         | 6                     | 162    | 1      | 0                     | 1      | 5      | 1                     | 70     | 1      | 0                     | 0    | 5     | 252     | 0.2188  |
| 8:15am         | 6                     | 146    | 0      | 0                     | 0      | 3      | 1                     | 77     | 0      | 0                     | 0    | 5     | 238     | 0.2066  |
| Hourly Total   | 18                    | 703    | 4      | 0                     | 1      | 21     | 8                     | 376    | 2      | 0                     | 0    | 19    | 1152    | 1       |
| Hourly Total % | 0.0248                | 0.9697 | 0.0055 | 0                     | 0.0455 | 0.9545 | 0.0207                | 0.9741 | 0.0052 | 0                     | 0    | 1     | INT PHF |         |
| PHF            | 0.75                  | 0.78   | 0.5    | 0                     | 0.25   | 0.75   | 0.5                   | 0.8    | 0.5    | 0                     | 0    | 0.95  | 0.80    |         |

Weekday, Peak PM

|                | S 8th St (Southbound) |        |       | Maple Ave (Westbound) |      |       | S 8th St (Northbound) |        |        | Maple Ave (Eastbound) |      |       | Total   | Total % |
|----------------|-----------------------|--------|-------|-----------------------|------|-------|-----------------------|--------|--------|-----------------------|------|-------|---------|---------|
|                | Left                  | Thru   | Right | Left                  | Thru | Right | Left                  | Thru   | Right  | Left                  | Thru | Right |         |         |
| 4:30pm         | 14                    | 209    | 0     | 0                     | 0    | 5     | 0                     | 137    | 1      | 2                     | 0    | 10    | 378     | 0.2455  |
| 4:45pm         | 8                     | 233    | 0     | 0                     | 0    | 7     | 0                     | 131    | 1      | 2                     | 0    | 9     | 391     | 0.2539  |
| 5:00pm         | 8                     | 214    | 0     | 0                     | 0    | 6     | 0                     | 146    | 0      | 1                     | 0    | 10    | 385     | 0.25    |
| 5:15pm         | 9                     | 210    | 0     | 0                     | 0    | 6     | 1                     | 153    | 0      | 0                     | 0    | 7     | 386     | 0.2506  |
| Hourly Total   | 39                    | 866    | 0     | 0                     | 0    | 24    | 1                     | 567    | 2      | 5                     | 0    | 36    | 1540    | 1       |
| Hourly Total % | 0.0431                | 0.9569 | 0     | 0                     | 0    | 1     | 0.0018                | 0.9947 | 0.0035 | 0.122                 | 0    | 0.878 | INT PHF |         |
| PHF            | 0.7                   | 0.93   | 0     | 0                     | 0    | 0.86  | 0.25                  | 0.93   | 0.5    | 0.62                  | 0    | 0.9   | 0.98    |         |

238\_S\_8th\_St\_Pleasant\_St

Weekday, Peak AM

|                | S 8th St (Southbound) |          |         | Pleasant St (Westbound) |         |       | S 8th St (Northbound) |          |         | Pleasant St (Eastbound) |         |         | Total   | Total % |
|----------------|-----------------------|----------|---------|-------------------------|---------|-------|-----------------------|----------|---------|-------------------------|---------|---------|---------|---------|
|                | Left                  | Thru     | Right   | Left                    | Thru    | Right | Left                  | Thru     | Right   | Left                    | Thru    | Right   |         |         |
| 8:00am         | 32                    | 36       | 0       | 0                       | 0       | 11    | 0                     | 28       | 1       | 0                       | 0       | 0       | 108     | 19.565  |
| 8:15am         | 28                    | 38       | 0       | 0                       | 0       | 10    | 0                     | 32       | 1       | 0                       | 0       | 0       | 109     | 19.746  |
| 8:30am         | 40                    | 52       | 0       | 0                       | 0       | 13    | 0                     | 52       | 2       | 0                       | 0       | 0       | 159     | 28.804  |
| 8:45am         | 51                    | 63       | 0       | 0                       | 0       | 14    | 0                     | 47       | 1       | 0                       | 0       | 0       | 176     | 31.884  |
| Hourly Total   | 151                   | 189      | 0       | 0                       | 0       | 48    | 0                     | 159      | 5       | 0                       | 0       | 0       | 552     | 100     |
| Hourly Total % | 44.41176              | 55.58824 | 0       | 0                       | 0       | 100   | 0                     | 96.95122 | 3.04878 | #DIV/0!                 | #DIV/0! | #DIV/0! | INT PHF |         |
| PHF            | 0.74                  | 0.75     | #DIV/0! | #DIV/0!                 | #DIV/0! | 0.86  | #DIV/0!               | 0.76     | 0.63    | #DIV/0!                 | #DIV/0! | #DIV/0! | 0.78    |         |

Weekday, Peak PM

|                | S 8th St (Southbound) |        |        | Pleasant St (Westbound) |        |        | S 8th St (Northbound) |        |        | Pleasant St (Eastbound) |      |       | Total   | Total % |
|----------------|-----------------------|--------|--------|-------------------------|--------|--------|-----------------------|--------|--------|-------------------------|------|-------|---------|---------|
|                | Left                  | Thru   | Right  | Left                    | Thru   | Right  | Left                  | Thru   | Right  | Left                    | Thru | Right |         |         |
| 4:30pm         | 88                    | 137    | 1      | 1                       | 2      | 41     | 0                     | 83     | 4      | 0                       | 1    | 0     | 358     | 0.2476  |
| 4:45pm         | 80                    | 154    | 2      | 1                       | 2      | 37     | 0                     | 87     | 2      | 0                       | 1    | 0     | 366     | 0.2531  |
| 5:00pm         | 67                    | 147    | 1      | 1                       | 3      | 34     | 0                     | 107    | 2      | 0                       | 1    | 0     | 363     | 0.251   |
| 5:15pm         | 71                    | 136    | 1      | 1                       | 3      | 42     | 0                     | 101    | 2      | 1                       | 1    | 0     | 359     | 0.2483  |
| Hourly Total   | 306                   | 574    | 5      | 4                       | 10     | 154    | 0                     | 378    | 10     | 1                       | 4    | 0     | 1446    | 1       |
| Hourly Total % | 0.3458                | 0.6486 | 0.0056 | 0.0238                  | 0.0595 | 0.9167 | 0                     | 0.9742 | 0.0258 | 0.2                     | 0.8  | 0     | INT PHF |         |
| PHF            | 0.87                  | 0.93   | 0.62   | 1                       | 0.83   | 0.92   | 0                     | 0.88   | 0.62   | 0.25                    | 1    | 0     | 0.99    |         |

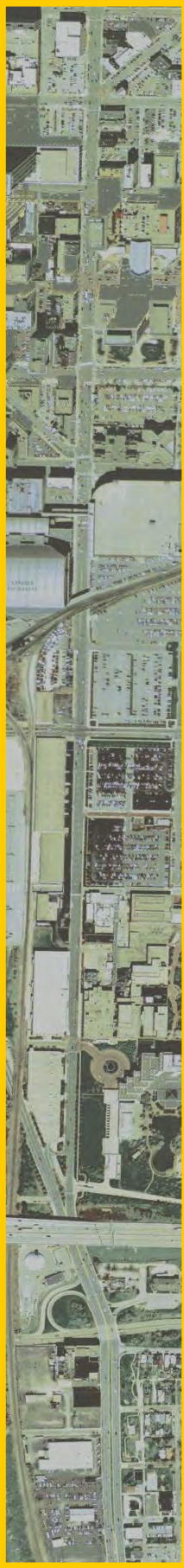
239\_S\_8th\_St\_Christian\_Ave

Weekday, Peak AM

|                | S 8th St (Southbound) |        | Christian Ave (Westbound) |        | S 8th St (Northbound) |       | Total   | Total % |
|----------------|-----------------------|--------|---------------------------|--------|-----------------------|-------|---------|---------|
|                | Left                  | Thru   | Left                      | Right  | Thru                  | Right |         |         |
| 7:30am         | 42                    | 71     | 2                         | 59     | 29                    | 1     | 204     | 0.25    |
| 7:45am         | 64                    | 76     | 2                         | 52     | 48                    | 1     | 243     | 0.2978  |
| 8:00am         | 84                    | 51     | 1                         | 40     | 25                    | 1     | 202     | 0.2475  |
| 8:15am         | 68                    | 39     | 2                         | 38     | 19                    | 1     | 167     | 0.2047  |
| Hourly Total   | 258                   | 237    | 7                         | 189    | 121                   | 4     | 816     | 1       |
| Hourly Total % | 0.5212                | 0.4788 | 0.0357                    | 0.9643 | 0.968                 | 0.032 | INT PHF |         |
| PHF            | 0.77                  | 0.78   | 0.88                      | 0.8    | 0.63                  | 1     | 0.84    |         |

Weekday, Peak PM

|                | S 8th St (Southbound) |        | Christian Ave (Westbound) |        | S 8th St (Northbound) |        | Total   | Total % |
|----------------|-----------------------|--------|---------------------------|--------|-----------------------|--------|---------|---------|
|                | Left                  | Thru   | Left                      | Right  | Thru                  | Right  |         |         |
| 4:30pm         | 90                    | 44     | 2                         | 43     | 33                    | 4      | 216     | 0.2248  |
| 4:45pm         | 111                   | 43     | 3                         | 51     | 35                    | 4      | 247     | 0.257   |
| 5:00pm         | 109                   | 36     | 3                         | 52     | 57                    | 4      | 261     | 0.2716  |
| 5:15pm         | 102                   | 33     | 2                         | 59     | 39                    | 2      | 237     | 0.2466  |
| Hourly Total   | 412                   | 156    | 10                        | 205    | 164                   | 14     | 961     | 1       |
| Hourly Total % | 0.7254                | 0.2746 | 0.0465                    | 0.9535 | 0.9213                | 0.0787 | INT PHF |         |
| PHF            | 0.93                  | 0.89   | 0.83                      | 0.87   | 0.72                  | 0.88   | 0.92    |         |



# ***APPENDIX B: ROADWAY SEGMENT TRAFFIC COUNT SUMMARY***

***CITY OF NOBLESVILLE***



***MARCH 2024***

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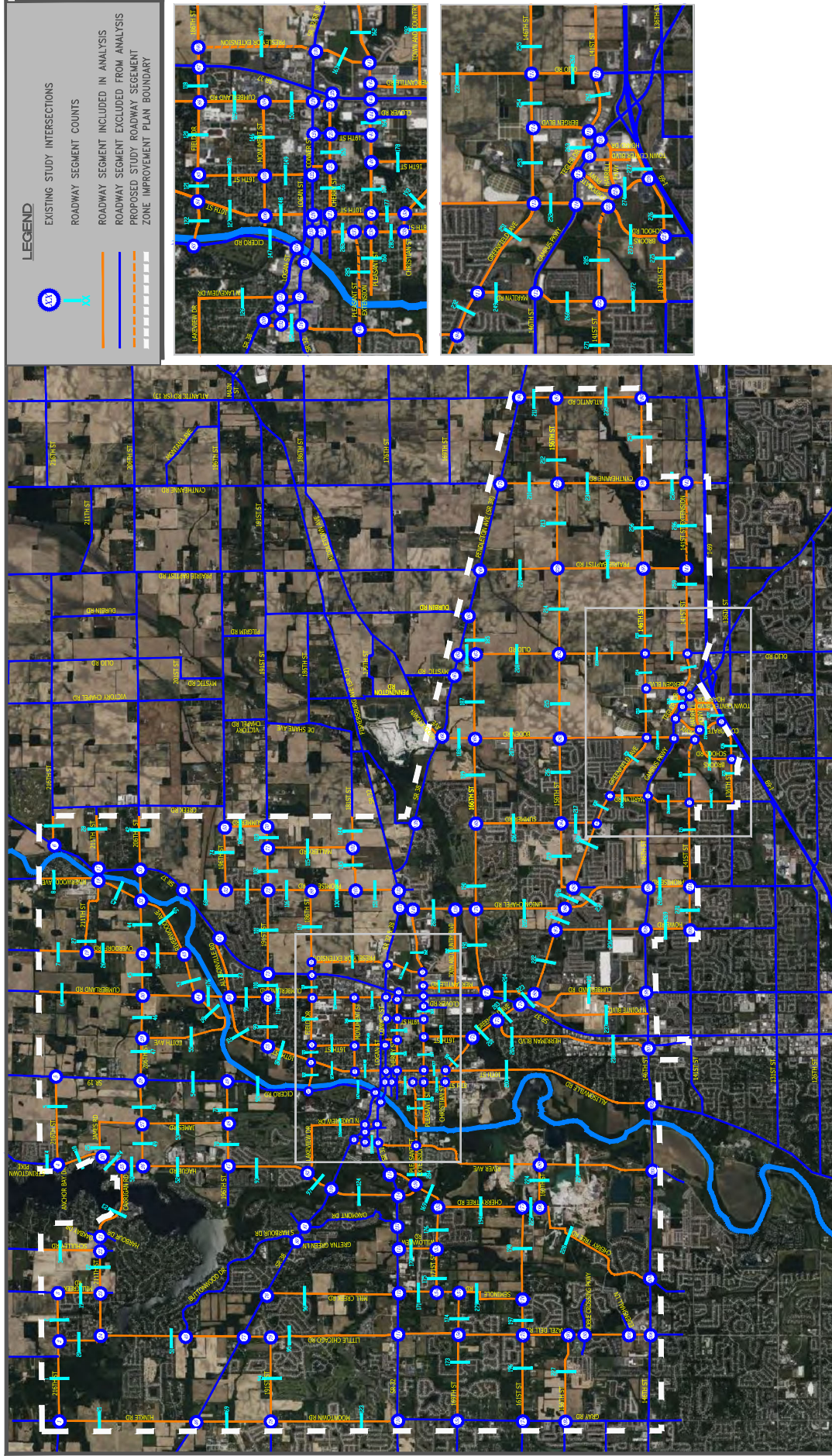
FIGURE 1: STUDY AREA ROADWAY NETWORK

1

| SEGMENT<br>ID | ROADWAY                           | PAGE<br># |
|---------------|-----------------------------------|-----------|
| 1             | 16th St                           | 2         |
| 2             | 136th St                          | 3         |
| 3             | 141st St – Tegler Dr              | 4         |
| 4             | 146th St                          | 5         |
| 5             | 156th St                          | 6         |
| 6             | 160th St                          | 7         |
| 7             | 161st St                          | 8         |
| 8             | 166th St                          | 9         |
| 9             | 169th St                          | 10        |
| 10            | 171st St                          | 11        |
| 11            | 179th St                          | 12        |
| 12            | 186th St – Field Dr               | 13        |
| 13            | 191st St                          | 14        |
| 14            | 196th St                          | 15        |
| 15            | 206th St                          | 16        |
| 16            | 211th St                          | 17        |
| 17            | 216th St                          | 18        |
| 18            | Allisonville Rd – 10th St         | 19        |
| 19            | Atlantic Rd                       | 20        |
| 20            | Boden Rd – Brooks School Rd       | 21        |
| 21            | Cabela Pkwy                       | 22        |
| 22            | Campus Pkwy                       | 23        |
| 23            | Cherry St – 176th St              | 24        |
| 24            | Cherry Tree Rd                    | 25        |
| 25            | Creek Rd                          | 26        |
| 26            | Cumberland Rd                     | 27        |
| 27            | Cyntheanne Rd                     | 28        |
| 28            | Durbin Rd                         | 29        |
| 29            | Edith Ave                         | 30        |
| 30            | Greenfield Ave                    | 31        |
| 31            | Hague Rd                          | 32        |
| 32            | Herriman Blvd                     | 33        |
| 33            | Hinkle Rd – Moontown Rd – Gray Rd | 34        |
| 34            | Howe Rd                           | 35        |
| 35            | James Rd                          | 36        |
| 36            | Lakeview Rd                       | 37        |

|    |                                 |    |
|----|---------------------------------|----|
| 37 | Little Chicago Rd               | 38 |
| 38 | Mallery Rd                      | 39 |
| 39 | Marilyn Rd                      | 40 |
| 40 | Mercantile Rd                   | 41 |
| 41 | Middletown Rd                   | 42 |
| 42 | Mill Creek Rd                   | 43 |
| 43 | Monument St – 181st St          | 44 |
| 44 | Mystic Rd                       | 45 |
| 45 | N Pointe Blvd                   | 46 |
| 46 | Olio Rd                         | 47 |
| 47 | Overdorf Rd                     | 48 |
| 48 | Pennington Rd                   | 49 |
| 49 | Pilgrim Rd                      | 50 |
| 50 | Pleasant Rd                     | 51 |
| 51 | Prairie Baptist Rd              | 52 |
| 52 | Presley Rd                      | 53 |
| 53 | Promise Rd                      | 54 |
| 54 | River Rd                        | 55 |
| 55 | Riverwood Ave                   | 56 |
| 56 | Schulley Rd                     | 57 |
| 57 | SR 19                           | 58 |
| 58 | Summer Rd                       | 59 |
| 59 | Towne Country Blvd              | 60 |
| 60 | Union Chapel Rd                 | 61 |
| 61 | Victory Chapel Rd – Deshane Ave | 62 |
| 62 | Willowview Rd                   | 63 |





**CITY OF NOBLESVILLE**  
**ZONE IMPROVEMENT PLAN**  
**STUDY AREA ROADWAY NETWORK**

**FIGURE 1**

| Zone ID | Zone Name                                | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 128     | 16th St BT Field Dr & Monument St NB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1311                                       |
| 128     | 16th St BT Field Dr & Monument St SB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1014                                       |
| 128     | 16th St BT Field Dr & Monument St NB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 79                                         |
| 128     | 16th St BT Field Dr & Monument St SB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 196                                        |
| 128     | 16th St BT Field Dr & Monument St NB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 519                                        |
| 128     | 16th St BT Field Dr & Monument St SB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 321                                        |
| 149     | 16th St BT Monument St & Logan St NB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1366                                       |
| 149     | 16th St BT Monument St & Logan St SB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1099                                       |
| 149     | 16th St BT Monument St & Logan St NB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 149                                        |
| 149     | 16th St BT Monument St & Logan St SB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 182                                        |
| 149     | 16th St BT Monument St & Logan St NB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 531                                        |
| 149     | 16th St BT Monument St & Logan St SB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 344                                        |
| 178     | 16th St BT Pleasant St & Christian St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 721                                        |
| 178     | 16th St BT Pleasant St & Christian St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 601                                        |
| 178     | 16th St BT Pleasant St & Christian St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 67                                         |
| 178     | 16th St BT Pleasant St & Christian St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 68                                         |
| 178     | 16th St BT Pleasant St & Christian St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 247                                        |
| 178     | 16th St BT Pleasant St & Christian St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 207                                        |

| Zone ID | Zone Name                                     | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 275     | 136th St BT Marilyn Rd & Brooks School Rd EB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4322                                       |
| 275     | 136th St BT Marilyn Rd & Brooks School Rd WB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4287                                       |
| 275     | 136th St BT Marilyn Rd & Brooks School Rd EB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 748                                        |
| 275     | 136th St BT Marilyn Rd & Brooks School Rd WB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 592                                        |
| 275     | 136th St BT Marilyn Rd & Brooks School Rd EB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1689                                       |
| 275     | 136th St BT Marilyn Rd & Brooks School Rd WB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1644                                       |
| 276     | 136th St BT Brooks School Rd & Cabela Pkwy EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3127                                       |
| 276     | 136th St BT Brooks School Rd & Cabela Pkwy WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2507                                       |
| 276     | 136th St BT Brooks School Rd & Cabela Pkwy EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 302                                        |
| 276     | 136th St BT Brooks School Rd & Cabela Pkwy WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 122                                        |
| 276     | 136th St BT Brooks School Rd & Cabela Pkwy EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1251                                       |
| 276     | 136th St BT Brooks School Rd & Cabela Pkwy WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 974                                        |
| 277     | 136th St BT Cabela Pkwy & Hoard Dr EB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2385                                       |
| 277     | 136th St BT Cabela Pkwy & Hoard Dr WB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1545                                       |
| 277     | 136th St BT Cabela Pkwy & Hoard Dr EB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 233                                        |
| 277     | 136th St BT Cabela Pkwy & Hoard Dr WB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 92                                         |
| 277     | 136th St BT Cabela Pkwy & Hoard Dr EB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 927                                        |
| 277     | 136th St BT Cabela Pkwy & Hoard Dr WB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 577                                        |

| Zone ID | Zone Name                                      | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 259     | 141st St BT Olio Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 788                                        |
| 259     | 141st St BT Olio Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 677                                        |
| 263     | Tegler Dr BT Town Center Blvd & Bergen Blvd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1769                                       |
| 263     | Tegler Dr BT Town Center Blvd & Bergen Blvd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2315                                       |
| 259     | 141st St BT Olio Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 61                                         |
| 259     | 141st St BT Olio Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 235                                        |
| 263     | Tegler Dr BT Town Center Blvd & Bergen Blvd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 113                                        |
| 263     | Tegler Dr BT Town Center Blvd & Bergen Blvd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 282                                        |
| 259     | 141st St BT Olio Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 389                                        |
| 259     | 141st St BT Olio Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 175                                        |
| 263     | Tegler Dr BT Town Center Blvd & Bergen Blvd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 628                                        |
| 263     | Tegler Dr BT Town Center Blvd & Bergen Blvd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 749                                        |



| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 240     | 146th St BT Gray Rd & Hazel Dell Rd EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 19004                                      |
| 240     | 146th St BT Gray Rd & Hazel Dell Rd WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 18130                                      |
| 240     | 146th St BT Gray Rd & Hazel Dell Rd EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2358                                       |
| 240     | 146th St BT Gray Rd & Hazel Dell Rd WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 4192                                       |
| 240     | 146th St BT Gray Rd & Hazel Dell Rd EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6965                                       |
| 240     | 146th St BT Gray Rd & Hazel Dell Rd WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5000                                       |
| 241     | 146th St BT Hazel Dell Rd & Cherry Tree Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 21408                                      |
| 241     | 146th St BT Hazel Dell Rd & Cherry Tree Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 20987                                      |
| 241     | 146th St BT Hazel Dell Rd & Cherry Tree Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3173                                       |
| 241     | 146th St BT Hazel Dell Rd & Cherry Tree Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 4700                                       |
| 241     | 146th St BT Hazel Dell Rd & Cherry Tree Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 7644                                       |
| 241     | 146th St BT Hazel Dell Rd & Cherry Tree Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6347                                       |
| 242     | 146th St BT Cherry Tree Rd & River Rd EB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 18329                                      |
| 242     | 146th St BT Cherry Tree Rd & River Rd WB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 18233                                      |
| 242     | 146th St BT Cherry Tree Rd & River Rd EB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3024                                       |
| 242     | 146th St BT Cherry Tree Rd & River Rd WB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3870                                       |
| 242     | 146th St BT Cherry Tree Rd & River Rd EB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6406                                       |
| 242     | 146th St BT Cherry Tree Rd & River Rd WB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5721                                       |
| 243     | 146th St BT River Rd & Allisonville Rd EB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 20593                                      |
| 243     | 146th St BT River Rd & Allisonville Rd WB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 20299                                      |
| 243     | 146th St BT River Rd & Allisonville Rd EB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3426                                       |
| 243     | 146th St BT River Rd & Allisonville Rd WB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 4062                                       |
| 243     | 146th St BT River Rd & Allisonville Rd EB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 7160                                       |
| 243     | 146th St BT River Rd & Allisonville Rd WB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6617                                       |
| 244     | 146th St BT Allisonville Rd & Herriman Blvd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 16857                                      |
| 244     | 146th St BT Allisonville Rd & Herriman Blvd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 15816                                      |
| 244     | 146th St BT Allisonville Rd & Herriman Blvd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2689                                       |
| 244     | 146th St BT Allisonville Rd & Herriman Blvd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3442                                       |
| 244     | 146th St BT Allisonville Rd & Herriman Blvd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5875                                       |
| 244     | 146th St BT Allisonville Rd & Herriman Blvd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 4857                                       |
| 245     | 146th St BT SR 37 & N Pointe Blvd EB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 15723                                      |
| 245     | 146th St BT SR 37 & N Pointe Blvd WB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 11994                                      |
| 245     | 146th St BT SR 37 & N Pointe Blvd EB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2036                                       |
| 245     | 146th St BT SR 37 & N Pointe Blvd WB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2646                                       |
| 245     | 146th St BT SR 37 & N Pointe Blvd EB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5772                                       |
| 245     | 146th St BT SR 37 & N Pointe Blvd WB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3660                                       |
| 246     | 146th St BT Cumberland Rd & Howe Rd EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 15159                                      |
| 246     | 146th St BT Cumberland Rd & Howe Rd WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 12919                                      |
| 246     | 146th St BT Cumberland Rd & Howe Rd EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1761                                       |
| 246     | 146th St BT Cumberland Rd & Howe Rd WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3096                                       |
| 246     | 146th St BT Cumberland Rd & Howe Rd EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5917                                       |
| 246     | 146th St BT Cumberland Rd & Howe Rd WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3781                                       |
| 247     | 146th St BT Howe Rd & Promise Rd EB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 15674                                      |
| 247     | 146th St BT Howe Rd & Promise Rd WB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 14321                                      |
| 247     | 146th St BT Howe Rd & Promise Rd EB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1850                                       |
| 247     | 146th St BT Howe Rd & Promise Rd WB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3444                                       |
| 247     | 146th St BT Howe Rd & Promise Rd EB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6250                                       |
| 247     | 146th St BT Howe Rd & Promise Rd WB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 4089                                       |
| 248     | 146th St BT Promise Rd & Marilyn Rd EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 13377                                      |
| 248     | 146th St BT Promise Rd & Marilyn Rd WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 12408                                      |
| 248     | 146th St BT Promise Rd & Marilyn Rd EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1775                                       |
| 248     | 146th St BT Promise Rd & Marilyn Rd WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2730                                       |
| 248     | 146th St BT Promise Rd & Marilyn Rd EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5118                                       |
| 248     | 146th St BT Promise Rd & Marilyn Rd WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3689                                       |
| 253     | 146th St BT Boden Rd & Bergen Blvd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5197                                       |
| 253     | 146th St BT Boden Rd & Bergen Blvd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4785                                       |
| 253     | 146th St BT Boden Rd & Bergen Blvd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 956                                        |
| 253     | 146th St BT Boden Rd & Bergen Blvd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 581                                        |
| 253     | 146th St BT Boden Rd & Bergen Blvd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1684                                       |
| 253     | 146th St BT Boden Rd & Bergen Blvd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1734                                       |
| 254     | 146th St BT Bergen Blvd & Olivo Rd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3282                                       |
| 254     | 146th St BT Bergen Blvd & Olivo Rd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2990                                       |
| 254     | 146th St BT Bergen Blvd & Olivo Rd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 408                                        |
| 254     | 146th St BT Bergen Blvd & Olivo Rd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 520                                        |
| 254     | 146th St BT Bergen Blvd & Olivo Rd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1285                                       |
| 254     | 146th St BT Bergen Blvd & Olivo Rd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 926                                        |
| 255     | 146th St BT Olivo Rd & Prairie Baptist Rd EB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 869                                        |
| 255     | 146th St BT Olivo Rd & Prairie Baptist Rd WB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 683                                        |
| 255     | 146th St BT Olivo Rd & Prairie Baptist Rd EB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 66                                         |
| 255     | 146th St BT Olivo Rd & Prairie Baptist Rd WB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 155                                        |
| 255     | 146th St BT Olivo Rd & Prairie Baptist Rd EB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 388                                        |
| 255     | 146th St BT Olivo Rd & Prairie Baptist Rd WB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 188                                        |
| 256     | 146th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 452                                        |
| 256     | 146th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 347                                        |
| 256     | 146th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 28                                         |
| 256     | 146th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 84                                         |
| 256     | 146th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 195                                        |
| 256     | 146th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 92                                         |
| 257     | 146th St BT CWBanne Rd & Atlantic Rd              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 162                                        |
| 257     | 146th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 230                                        |
| 257     | 146th St BT CWBanne Rd & Atlantic Rd              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 22                                         |
| 257     | 146th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 37                                         |
| 257     | 146th St BT CWBanne Rd & Atlantic Rd              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 67                                         |
| 257     | 146th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 74                                         |

| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 212     | 156th St Bt Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 54                                         |
| 212     | 156th St Bt Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 36                                         |
| 212     | 156th St Bt Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 11                                         |
| 212     | 156th St Bt Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 11                                         |
| 212     | 156th St Bt Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 25                                         |
| 212     | 156th St Bt Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 13                                         |
| 213     | 156th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 103                                        |
| 213     | 156th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 108                                        |
| 213     | 156th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3                                          |
| 213     | 156th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 19                                         |
| 213     | 156th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 55                                         |
| 213     | 156th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 36                                         |
| 214     | 156th St BT Oilo Rd & Prairie Baptist Rd          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 134                                        |
| 214     | 156th St BT Oilo Rd & Prairie Baptist Rd WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 132                                        |
| 214     | 156th St BT Oilo Rd & Prairie Baptist Rd          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 14                                         |
| 214     | 156th St BT Oilo Rd & Prairie Baptist Rd WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 28                                         |
| 214     | 156th St BT Oilo Rd & Prairie Baptist Rd          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 63                                         |
| 214     | 156th St BT Oilo Rd & Prairie Baptist Rd WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 42                                         |
| 215     | 156th St BT Boden Rd & Olio Rd EB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 330                                        |
| 215     | 156th St BT Boden Rd & Olio Rd WB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 318                                        |
| 215     | 156th St BT Boden Rd & Olio Rd EB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 62                                         |
| 215     | 156th St BT Boden Rd & Olio Rd WB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 47                                         |
| 215     | 156th St BT Boden Rd & Olio Rd EB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 112                                        |
| 215     | 156th St BT Boden Rd & Olio Rd WB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 114                                        |
| 216     | 156th St BT Summer Rd & Boden Rd EB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1023                                       |
| 216     | 156th St BT Summer Rd & Boden Rd WB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1015                                       |
| 216     | 156th St BT Summer Rd & Boden Rd EB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 230                                        |
| 216     | 156th St BT Summer Rd & Boden Rd WB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 124                                        |
| 216     | 156th St BT Summer Rd & Boden Rd EB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 351                                        |
| 216     | 156th St BT Summer Rd & Boden Rd WB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 382                                        |
| 219     | 156th St BT Promise Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 726                                        |
| 219     | 156th St BT Promise Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 708                                        |
| 219     | 156th St BT Promise Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 92                                         |
| 219     | 156th St BT Promise Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 188                                        |
| 219     | 156th St BT Promise Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 306                                        |
| 219     | 156th St BT Promise Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 199                                        |
| 227     | 156th St BT Gray Rd & Hazel Dell Rd EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 782                                        |
| 227     | 156th St BT Gray Rd & Hazel Dell Rd WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 674                                        |
| 227     | 156th St BT Gray Rd & Hazel Dell Rd EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 39                                         |
| 227     | 156th St BT Gray Rd & Hazel Dell Rd WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 156                                        |
| 227     | 156th St BT Gray Rd & Hazel Dell Rd EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 330                                        |
| 227     | 156th St BT Gray Rd & Hazel Dell Rd WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 219                                        |

| Zone ID | Zone Name                                | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 224     | 160th St BT Cherry Tree Rd & River Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1556                                       |
| 224     | 160th St BT Cherry Tree Rd & River Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1336                                       |
| 224     | 160th St BT Cherry Tree Rd & River Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 241                                        |
| 224     | 160th St BT Cherry Tree Rd & River Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 112                                        |
| 224     | 160th St BT Cherry Tree Rd & River Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 559                                        |
| 224     | 160th St BT Cherry Tree Rd & River Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 677                                        |

| Zone ID | Zone Name                                   | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 196     | 161st St BT Gray Rd & Hazel Dell Rd EB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2597                                       |
| 196     | 161st St BT Gray Rd & Hazel Dell Rd WB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2378                                       |
| 196     | 161st St BT Gray Rd & Hazel Dell Rd EB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 274                                        |
| 196     | 161st St BT Gray Rd & Hazel Dell Rd WB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 505                                        |
| 196     | 161st St BT Gray Rd & Hazel Dell Rd EB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1112                                       |
| 196     | 161st St BT Gray Rd & Hazel Dell Rd WB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 871                                        |
| 197     | 161st St BT Hazel Dell Rd & Seminole Rd EB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1504                                       |
| 197     | 161st St BT Hazel Dell Rd & Seminole Rd WB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1368                                       |
| 197     | 161st St BT Hazel Dell Rd & Seminole Rd EB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 95                                         |
| 197     | 161st St BT Hazel Dell Rd & Seminole Rd WB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 254                                        |
| 197     | 161st St BT Hazel Dell Rd & Seminole Rd EB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 679                                        |
| 197     | 161st St BT Hazel Dell Rd & Seminole Rd WB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 514                                        |
| 198     | 161st St BT Seminole Rd & Cherry Tree Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1537                                       |
| 198     | 161st St BT Seminole Rd & Cherry Tree Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1327                                       |
| 198     | 161st St BT Seminole Rd & Cherry Tree Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 105                                        |
| 198     | 161st St BT Seminole Rd & Cherry Tree Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 148                                        |
| 198     | 161st St BT Seminole Rd & Cherry Tree Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 665                                        |
| 198     | 161st St BT Seminole Rd & Cherry Tree Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 688                                        |



| Zone ID | Zone Name                                      | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 185     | 166th St BT Olio Rd & Durbin Rd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 331                                        |
| 185     | 166th St BT Olio Rd & Durbin Rd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 200                                        |
| 185     | 166th St BT Olio Rd & Durbin Rd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 36                                         |
| 185     | 166th St BT Olio Rd & Durbin Rd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 51                                         |
| 185     | 166th St BT Olio Rd & Durbin Rd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 151                                        |
| 185     | 166th St BT Olio Rd & Durbin Rd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 56                                         |
| 187     | 166th St BT Boden Rd & Olio Rd EB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 771                                        |
| 187     | 166th St BT Boden Rd & Olio Rd WB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 637                                        |
| 187     | 166th St BT Boden Rd & Olio Rd EB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 142                                        |
| 187     | 166th St BT Boden Rd & Olio Rd WB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 101                                        |
| 187     | 166th St BT Boden Rd & Olio Rd EB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 271                                        |
| 187     | 166th St BT Boden Rd & Olio Rd WB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 207                                        |
| 189     | 166th St BT Summer Rd & Boden Rd EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1890                                       |
| 189     | 166th St BT Summer Rd & Boden Rd WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1956                                       |
| 189     | 166th St BT Summer Rd & Boden Rd EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 303                                        |
| 189     | 166th St BT Summer Rd & Boden Rd WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 267                                        |
| 189     | 166th St BT Summer Rd & Boden Rd EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 670                                        |
| 189     | 166th St BT Summer Rd & Boden Rd WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 666                                        |
| 190     | 166th St BT Union Chapel Rd & Summer Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3158                                       |
| 190     | 166th St BT Union Chapel Rd & Summer Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3108                                       |
| 190     | 166th St BT Union Chapel Rd & Summer Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 218                                        |
| 190     | 166th St BT Union Chapel Rd & Summer Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 568                                        |
| 190     | 166th St BT Union Chapel Rd & Summer Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1249                                       |
| 190     | 166th St BT Union Chapel Rd & Summer Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 965                                        |
| 191     | 166th St BT Mercantile Rd & Union Chapel Rd    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1458                                       |
| 191     | 166th St BT Mercantile Rd & Union Chapel Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1645                                       |
| 191     | 166th St BT Mercantile Rd & Union Chapel Rd    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 311                                        |
| 191     | 166th St BT Mercantile Rd & Union Chapel Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 125                                        |
| 191     | 166th St BT Mercantile Rd & Union Chapel Rd    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 417                                        |
| 191     | 166th St BT Mercantile Rd & Union Chapel Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 637                                        |

| Zone ID | Zone Name                                    | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 173     | 169th St BT Gray Rd & Hazel Dell Rd EB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1632                                       |
| 173     | 169th St BT Gray Rd & Hazel Dell Rd WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1526                                       |
| 173     | 169th St BT Gray Rd & Hazel Dell Rd EB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 319                                        |
| 173     | 169th St BT Gray Rd & Hazel Dell Rd WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 260                                        |
| 173     | 169th St BT Gray Rd & Hazel Dell Rd EB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 647                                        |
| 173     | 169th St BT Gray Rd & Hazel Dell Rd WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 588                                        |
| 174     | 169th St BT Hazel Dell Rd & Mill Creek Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 708                                        |
| 174     | 169th St BT Hazel Dell Rd & Mill Creek Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 733                                        |
| 174     | 169th St BT Hazel Dell Rd & Mill Creek Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 77                                         |
| 174     | 169th St BT Hazel Dell Rd & Mill Creek Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 150                                        |
| 174     | 169th St BT Hazel Dell Rd & Mill Creek Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 261                                        |
| 174     | 169th St BT Hazel Dell Rd & Mill Creek Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 265                                        |
| 183     | 169th St BT Cyntheanne Rd & Atlantic Rd EB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 33                                         |
| 183     | 169th St BT Cyntheanne Rd & Atlantic Rd WB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 27                                         |
| 183     | 169th St BT Cyntheanne Rd & Atlantic Rd EB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2                                          |
| 183     | 169th St BT Cyntheanne Rd & Atlantic Rd WB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 6                                          |
| 183     | 169th St BT Cyntheanne Rd & Atlantic Rd EB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 10                                         |
| 183     | 169th St BT Cyntheanne Rd & Atlantic Rd WB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 11                                         |

| Zone ID | Zone Name                                     | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 175     | 171st St BT Mill Creek Rd & Willowview Rd EB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 778                                        |
| 175     | 171st St BT Mill Creek Rd & Willowview Rd WB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 800                                        |
| 175     | 171st St BT Mill Creek Rd & Willowview Rd EB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 91                                         |
| 175     | 171st St BT Mill Creek Rd & Willowview Rd WB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 155                                        |
| 175     | 171st St BT Mill Creek Rd & Willowview Rd EB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 290                                        |
| 175     | 171st St BT Mill Creek Rd & Willowview Rd WB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 280                                        |
| 176     | 171st St BT Willowview Rd & Cherry Tree Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 804                                        |
| 176     | 171st St BT Willowview Rd & Cherry Tree Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 766                                        |
| 176     | 171st St BT Willowview Rd & Cherry Tree Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 119                                        |
| 176     | 171st St BT Willowview Rd & Cherry Tree Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 44                                         |
| 176     | 171st St BT Willowview Rd & Cherry Tree Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 285                                        |
| 176     | 171st St BT Willowview Rd & Cherry Tree Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 294                                        |

| Zone ID | Zone Name                                     | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 154     | 179th St BT Pennington Rd & Middletown Ave EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 33                                         |
| 154     | 179th St BT Pennington Rd & Middletown Ave WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 63                                         |
| 154     | 179th St BT Pennington Rd & Middletown Ave WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3                                          |
| 154     | 179th St BT Pennington Rd & Middletown Ave EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 13                                         |
| 154     | 179th St BT Pennington Rd & Middletown Ave WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 24                                         |

| Zone ID | Zone Name                                  | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 117     | 186th St BT SR 37 & Promise Rd EB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 655                                        |
| 117     | 186th St BT SR 37 & Promise Rd WB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 456                                        |
| 117     | 186th St BT SR 37 & Promise Rd EB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 76                                         |
| 117     | 186th St BT SR 37 & Promise Rd WB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 85                                         |
| 117     | 186th St BT SR 37 & Promise Rd EB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 271                                        |
| 117     | 186th St BT SR 37 & Promise Rd WB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 178                                        |
| 118     | 186th St BT Cumberland Rd & SR 37 EB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2952                                       |
| 118     | 186th St BT Cumberland Rd & SR 37 WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3694                                       |
| 118     | 186th St BT Cumberland Rd & SR 37 EB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 340                                        |
| 118     | 186th St BT Cumberland Rd & SR 37 WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 658                                        |
| 118     | 186th St BT Cumberland Rd & SR 37 EB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1177                                       |
| 118     | 186th St BT Cumberland Rd & SR 37 WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1496                                       |
| 120     | Field Dr BT 16th St & Cumberland Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4607                                       |
| 120     | Field Dr BT 16th St & Cumberland Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4431                                       |
| 120     | Field Dr BT 16th St & Cumberland Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 760                                        |
| 120     | Field Dr BT 16th St & Cumberland Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 512                                        |
| 120     | Field Dr BT 16th St & Cumberland Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1821                                       |
| 120     | Field Dr BT 16th St & Cumberland Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1990                                       |
| 121     | Field Dr BT 10th St & 16th St EB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4530                                       |
| 121     | Field Dr BT 10th St & 16th St WB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4602                                       |
| 121     | Field Dr BT 10th St & 16th St EB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 769                                        |
| 121     | Field Dr BT 10th St & 16th St WB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 441                                        |
| 121     | Field Dr BT 10th St & 16th St EB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1822                                       |
| 121     | Field Dr BT 10th St & 16th St WB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1971                                       |
| 122     | Field Dr BT Cicero Rd & 10th St EB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7751                                       |
| 122     | Field Dr BT Cicero Rd & 10th St WB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 8474                                       |
| 122     | Field Dr BT Cicero Rd & 10th St EB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1279                                       |
| 122     | Field Dr BT Cicero Rd & 10th St WB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1286                                       |
| 122     | Field Dr BT Cicero Rd & 10th St EB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3049                                       |
| 122     | Field Dr BT Cicero Rd & 10th St WB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3242                                       |
| 132     | 186th St BT Deshane Ave & Pennington Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 838                                        |
| 132     | 186th St BT Deshane Ave & Pennington Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 798                                        |
| 132     | 186th St BT Deshane Ave & Pennington Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 50                                         |
| 132     | 186th St BT Deshane Ave & Pennington Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 228                                        |
| 132     | 186th St BT Deshane Ave & Pennington Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 409                                        |
| 132     | 186th St BT Deshane Ave & Pennington Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 177                                        |
| 134     | 186th St BT Pennington Rd & Durbin Rd EB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 486                                        |
| 134     | 186th St BT Pennington Rd & Durbin Rd WB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 257                                        |
| 134     | 186th St BT Pennington Rd & Durbin Rd EB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 37                                         |
| 134     | 186th St BT Pennington Rd & Durbin Rd WB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 100                                        |
| 134     | 186th St BT Pennington Rd & Durbin Rd EB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 253                                        |
| 134     | 186th St BT Pennington Rd & Durbin Rd WB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 57                                         |
| 137     | 186th St BT Cyntheanne Rd & Atlantic Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 994                                        |
| 137     | 186th St BT Cyntheanne Rd & Atlantic Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 937                                        |
| 137     | 186th St BT Cyntheanne Rd & Atlantic Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 55                                         |
| 137     | 186th St BT Cyntheanne Rd & Atlantic Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 191                                        |
| 137     | 186th St BT Cyntheanne Rd & Atlantic Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 455                                        |
| 137     | 186th St BT Cyntheanne Rd & Atlantic Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 303                                        |

| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 94      | 191st St BT Moontown Rd & Little Chicago Rd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3400                                       |
| 94      | 191st St BT Moontown Rd & Little Chicago Rd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3610                                       |
| 94      | 191st St BT Moontown Rd & Little Chicago Rd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 227                                        |
| 94      | 191st St BT Moontown Rd & Little Chicago Rd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1147                                       |
| 94      | 191st St BT Moontown Rd & Little Chicago Rd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1611                                       |
| 94      | 191st St BT Moontown Rd & Little Chicago Rd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 916                                        |
| 99      | 191st St BT 10th St & Cumberland Rd EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1908                                       |
| 99      | 191st St BT 10th St & Cumberland Rd WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2027                                       |
| 99      | 191st St BT 10th St & Cumberland Rd EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 298                                        |
| 99      | 191st St BT 10th St & Cumberland Rd WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 388                                        |
| 99      | 191st St BT 10th St & Cumberland Rd EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 706                                        |
| 99      | 191st St BT 10th St & Cumberland Rd WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 685                                        |
| 100     | 191st St BT Cumberland Rd & SR 37 EB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4722                                       |
| 100     | 191st St BT Cumberland Rd & SR 37 WB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3799                                       |
| 100     | 191st St BT Cumberland Rd & SR 37 EB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1037                                       |
| 100     | 191st St BT Cumberland Rd & SR 37 WB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 495                                        |
| 100     | 191st St BT Cumberland Rd & SR 37 EB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1437                                       |
| 100     | 191st St BT Cumberland Rd & SR 37 WB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1451                                       |
| 101     | 191st St BT SR 37 & Promise Rd EB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3717                                       |
| 101     | 191st St BT SR 37 & Promise Rd WB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3949                                       |
| 101     | 191st St BT SR 37 & Promise Rd EB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 349                                        |
| 101     | 191st St BT SR 37 & Promise Rd WB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1108                                       |
| 101     | 191st St BT SR 37 & Promise Rd EB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1533                                       |
| 101     | 191st St BT SR 37 & Promise Rd WB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1081                                       |
| 102     | 191st St BT Promise Rd & Mallery Rd EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1658                                       |
| 102     | 191st St BT Promise Rd & Mallery Rd WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1751                                       |
| 102     | 191st St BT Promise Rd & Mallery Rd EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 225                                        |
| 102     | 191st St BT Promise Rd & Mallery Rd WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 438                                        |
| 102     | 191st St BT Promise Rd & Mallery Rd EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 647                                        |
| 102     | 191st St BT Promise Rd & Mallery Rd WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 500                                        |
| 103     | 191st St BT Mallery Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1621                                       |
| 103     | 191st St BT Mallery Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1729                                       |
| 103     | 191st St BT Mallery Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 223                                        |
| 103     | 191st St BT Mallery Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 439                                        |
| 103     | 191st St BT Mallery Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 638                                        |
| 103     | 191st St BT Mallery Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 490                                        |
| 104     | 191st St BT Summer Rd & Deshane Ave EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1595                                       |
| 104     | 191st St BT Summer Rd & Deshane Ave WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1653                                       |
| 104     | 191st St BT Summer Rd & Deshane Ave EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 227                                        |
| 104     | 191st St BT Summer Rd & Deshane Ave WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 429                                        |
| 104     | 191st St BT Summer Rd & Deshane Ave EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 622                                        |
| 104     | 191st St BT Summer Rd & Deshane Ave WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 464                                        |
| 105     | 191st St BT Victory Chapel Rd & Pilgrim Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1753                                       |
| 105     | 191st St BT Victory Chapel Rd & Pilgrim Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1664                                       |
| 105     | 191st St BT Victory Chapel Rd & Pilgrim Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 244                                        |
| 105     | 191st St BT Victory Chapel Rd & Pilgrim Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 455                                        |
| 105     | 191st St BT Victory Chapel Rd & Pilgrim Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 700                                        |
| 105     | 191st St BT Victory Chapel Rd & Pilgrim Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 463                                        |
| 106     | 191st St BT Pilgrim Rd & Durbin Rd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1764                                       |
| 106     | 191st St BT Pilgrim Rd & Durbin Rd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1692                                       |
| 106     | 191st St BT Pilgrim Rd & Durbin Rd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 243                                        |
| 106     | 191st St BT Pilgrim Rd & Durbin Rd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 462                                        |
| 106     | 191st St BT Pilgrim Rd & Durbin Rd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 712                                        |
| 106     | 191st St BT Pilgrim Rd & Durbin Rd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 468                                        |
| 107     | 191st St BT Durbin Rd & Prairie Baptist Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1654                                       |
| 107     | 191st St BT Durbin Rd & Prairie Baptist Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1543                                       |
| 107     | 191st St BT Durbin Rd & Prairie Baptist Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 231                                        |
| 107     | 191st St BT Durbin Rd & Prairie Baptist Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 448                                        |
| 107     | 191st St BT Durbin Rd & Prairie Baptist Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 675                                        |
| 107     | 191st St BT Durbin Rd & Prairie Baptist Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 426                                        |
| 108     | 191st St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1509                                       |
| 108     | 191st St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1390                                       |
| 108     | 191st St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 232                                        |
| 108     | 191st St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 404                                        |
| 108     | 191st St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 596                                        |
| 108     | 191st St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 407                                        |
| 109     | 191st St BT Cyntheanne Rd & SR 32 EB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1409                                       |
| 109     | 191st St BT Cyntheanne Rd & SR 32 WB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1338                                       |
| 109     | 191st St BT Cyntheanne Rd & SR 32 EB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 205                                        |
| 109     | 191st St BT Cyntheanne Rd & SR 32 WB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 405                                        |
| 109     | 191st St BT Cyntheanne Rd & SR 32 EB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 567                                        |
| 109     | 191st St BT Cyntheanne Rd & SR 32 WB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 374                                        |

| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 70      | 196th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2133                                       |
| 70      | 196th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2469                                       |
| 70      | 196th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 323                                        |
| 70      | 196th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 457                                        |
| 70      | 196th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 855                                        |
| 70      | 196th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 935                                        |
| 71      | 196th St BT James Rd & SR 19 EB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2543                                       |
| 71      | 196th St BT James Rd & SR 19 WB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2838                                       |
| 71      | 196th St BT James Rd & SR 19 EB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 458                                        |
| 71      | 196th St BT James Rd & SR 19 WB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 467                                        |
| 71      | 196th St BT James Rd & SR 19 EB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 931                                        |
| 71      | 196th St BT James Rd & SR 19 WB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1179                                       |
| 74      | 196th St BT Promise Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 211                                        |
| 74      | 196th St BT Promise Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 239                                        |
| 74      | 196th St BT Promise Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 15                                         |
| 74      | 196th St BT Promise Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 40                                         |
| 74      | 196th St BT Promise Rd & Summer Rd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 84                                         |
| 74      | 196th St BT Promise Rd & Summer Rd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 59                                         |
| 75      | 196th St BT Summer Rd & Creek Rd EB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 187                                        |
| 75      | 196th St BT Summer Rd & Creek Rd WB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 230                                        |
| 75      | 196th St BT Summer Rd & Creek Rd EB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 14                                         |
| 75      | 196th St BT Summer Rd & Creek Rd WB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 47                                         |
| 75      | 196th St BT Summer Rd & Creek Rd EB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 84                                         |
| 75      | 196th St BT Summer Rd & Creek Rd WB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 53                                         |
| 76      | 196th St BT Creek Rd & S Victory Chapel Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 143                                        |
| 76      | 196th St BT Creek Rd & S Victory Chapel Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 175                                        |
| 76      | 196th St BT Creek Rd & S Victory Chapel Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 14                                         |
| 76      | 196th St BT Creek Rd & S Victory Chapel Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 25                                         |
| 76      | 196th St BT Creek Rd & S Victory Chapel Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 61                                         |
| 76      | 196th St BT Creek Rd & S Victory Chapel Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 39                                         |
| 77      | 196th BT S Victory Chapel & N Victory Chapel EB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 162                                        |
| 77      | 196th BT S Victory Chapel & N Victory Chapel WB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 202                                        |
| 77      | 196th BT S Victory Chapel & N Victory Chapel EB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 13                                         |
| 77      | 196th BT S Victory Chapel & N Victory Chapel WB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 33                                         |
| 77      | 196th BT S Victory Chapel & N Victory Chapel EB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 68                                         |
| 77      | 196th BT S Victory Chapel & N Victory Chapel WB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 50                                         |
| 78      | 196th St BT N Victory Chapel Rd & Mystic Rd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 136                                        |
| 78      | 196th St BT N Victory Chapel Rd & Mystic Rd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 150                                        |
| 78      | 196th St BT N Victory Chapel Rd & Mystic Rd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 6                                          |
| 78      | 196th St BT N Victory Chapel Rd & Mystic Rd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 18                                         |
| 78      | 196th St BT N Victory Chapel Rd & Mystic Rd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 66                                         |
| 78      | 196th St BT N Victory Chapel Rd & Mystic Rd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 40                                         |
| 79      | 196th St BT Mystic Rd & Pilgrim Rd EB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 121                                        |
| 79      | 196th St BT Mystic Rd & Pilgrim Rd WB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 139                                        |
| 79      | 196th St BT Mystic Rd & Pilgrim Rd EB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 6                                          |
| 79      | 196th St BT Mystic Rd & Pilgrim Rd WB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 17                                         |
| 79      | 196th St BT Mystic Rd & Pilgrim Rd EB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 58                                         |
| 79      | 196th St BT Mystic Rd & Pilgrim Rd WB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 38                                         |
| 80      | 196th St BT Pilgrim Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 132                                        |
| 80      | 196th St BT Pilgrim Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 165                                        |
| 80      | 196th St BT Pilgrim Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 19                                         |
| 80      | 196th St BT Pilgrim Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 16                                         |
| 80      | 196th St BT Pilgrim Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 48                                         |
| 80      | 196th St BT Pilgrim Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 62                                         |
| 81      | 196th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 273                                        |
| 81      | 196th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 273                                        |
| 81      | 196th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 25                                         |
| 81      | 196th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 48                                         |
| 81      | 196th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 117                                        |
| 81      | 196th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 93                                         |
| 82      | 196th St BT Cyntheanne Rd & Montana Ave EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 313                                        |
| 82      | 196th St BT Cyntheanne Rd & Montana Ave WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 231                                        |
| 82      | 196th St BT Cyntheanne Rd & Montana Ave EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 48                                         |
| 82      | 196th St BT Cyntheanne Rd & Montana Ave WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 30                                         |
| 82      | 196th St BT Cyntheanne Rd & Montana Ave EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 129                                        |
| 82      | 196th St BT Cyntheanne Rd & Montana Ave WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 93                                         |
| 83      | 196th St BT Montana Ave & Atlantic Rd EB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 293                                        |
| 83      | 196th St BT Montana Ave & Atlantic Rd WB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 230                                        |
| 83      | 196th St BT Montana Ave & Atlantic Rd EB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 47                                         |
| 83      | 196th St BT Montana Ave & Atlantic Rd WB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 31                                         |
| 83      | 196th St BT Montana Ave & Atlantic Rd EB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 116                                        |
| 83      | 196th St BT Montana Ave & Atlantic Rd WB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 90                                         |



| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (Std. Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|---------------------------------------------|
| 36      | 206th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 493                                         |
| 36      | 206th St BT Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 466                                         |
| 36      | 206th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 83                                          |
| 36      | 206th St BT Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 97                                          |
| 36      | 206th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 177                                         |
| 36      | 206th St BT Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 144                                         |
| 37      | 206th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 557                                         |
| 37      | 206th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 543                                         |
| 37      | 206th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 88                                          |
| 37      | 206th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 124                                         |
| 37      | 206th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 207                                         |
| 37      | 206th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 169                                         |
| 38      | 206th St BT Durbin Rd & Prairie Baptist Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 711                                         |
| 38      | 206th St BT Durbin Rd & Prairie Baptist Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 625                                         |
| 38      | 206th St BT Durbin Rd & Prairie Baptist Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 121                                         |
| 38      | 206th St BT Durbin Rd & Prairie Baptist Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 103                                         |
| 38      | 206th St BT Durbin Rd & Prairie Baptist Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 260                                         |
| 38      | 206th St BT Durbin Rd & Prairie Baptist Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 201                                         |
| 39      | 206th St BT Olio Rd & Durbin Rd EB                | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 702                                         |
| 39      | 206th St BT Olio Rd & Durbin Rd WB                | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 622                                         |
| 39      | 206th St BT Olio Rd & Durbin Rd EB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 116                                         |
| 39      | 206th St BT Olio Rd & Durbin Rd WB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 105                                         |
| 39      | 206th St BT Olio Rd & Durbin Rd EB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 253                                         |
| 39      | 206th St BT Olio Rd & Durbin Rd WB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 199                                         |
| 40      | 206th St BT Victory Chapel Rd & Olio Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 705                                         |
| 40      | 206th St BT Victory Chapel Rd & Olio Rd WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 620                                         |
| 40      | 206th St BT Victory Chapel Rd & Olio Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 117                                         |
| 40      | 206th St BT Victory Chapel Rd & Olio Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 105                                         |
| 40      | 206th St BT Victory Chapel Rd & Olio Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 254                                         |
| 40      | 206th St BT Victory Chapel Rd & Olio Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 198                                         |
| 41      | 206th St BT Creek Rd & Victory Chapel Rd EB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 711                                         |
| 41      | 206th St BT Creek Rd & Victory Chapel Rd WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 608                                         |
| 41      | 206th St BT Creek Rd & Victory Chapel Rd EB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 116                                         |
| 41      | 206th St BT Creek Rd & Victory Chapel Rd WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 104                                         |
| 41      | 206th St BT Creek Rd & Victory Chapel Rd EB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 260                                         |
| 41      | 206th St BT Creek Rd & Victory Chapel Rd WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 190                                         |
| 42      | 206th St BT SR 37 & Creek Rd EB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1034                                        |
| 42      | 206th St BT SR 37 & Creek Rd WB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 901                                         |
| 42      | 206th St BT SR 37 & Creek Rd EB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 137                                         |
| 42      | 206th St BT SR 37 & Creek Rd WB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 212                                         |
| 42      | 206th St BT SR 37 & Creek Rd EB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 383                                         |
| 42      | 206th St BT SR 37 & Creek Rd WB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 264                                         |
| 44      | 206th St BT Overdorf Rd & Riverwood Ave EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2439                                        |
| 44      | 206th St BT Overdorf Rd & Riverwood Ave WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2352                                        |
| 44      | 206th St BT Overdorf Rd & Riverwood Ave EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 463                                         |
| 44      | 206th St BT Overdorf Rd & Riverwood Ave WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 381                                         |
| 44      | 206th St BT Overdorf Rd & Riverwood Ave EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 835                                         |
| 44      | 206th St BT Overdorf Rd & Riverwood Ave WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 842                                         |
| 45      | 206th St BT Cumberland Rd & Overdorf Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2454                                        |
| 45      | 206th St BT Cumberland Rd & Overdorf Rd WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2364                                        |
| 45      | 206th St BT Cumberland Rd & Overdorf Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 440                                         |
| 45      | 206th St BT Cumberland Rd & Overdorf Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 427                                         |
| 45      | 206th St BT Cumberland Rd & Overdorf Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 889                                         |
| 45      | 206th St BT Cumberland Rd & Overdorf Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 813                                         |
| 46      | 206th St BT Edith Rd & Cumberland Rd EB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4508                                        |
| 46      | 206th St BT Edith Rd & Cumberland Rd WB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3997                                        |
| 46      | 206th St BT Edith Rd & Cumberland Rd EB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 972                                         |
| 46      | 206th St BT Edith Rd & Cumberland Rd WB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 500                                         |
| 46      | 206th St BT Edith Rd & Cumberland Rd EB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1380                                        |
| 46      | 206th St BT Edith Rd & Cumberland Rd WB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1528                                        |
| 47      | 206th St BT SR 19 & Edith Rd EB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4354                                        |
| 47      | 206th St BT SR 19 & Edith Rd WB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3930                                        |
| 47      | 206th St BT SR 19 & Edith Rd EB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 908                                         |
| 47      | 206th St BT SR 19 & Edith Rd WB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 504                                         |
| 47      | 206th St BT SR 19 & Edith Rd EB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1337                                        |
| 47      | 206th St BT SR 19 & Edith Rd WB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1471                                        |
| 48      | 206th St BT James Rd & SR 19 EB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3704                                        |
| 48      | 206th St BT James Rd & SR 19 WB                   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3623                                        |
| 48      | 206th St BT James Rd & SR 19 EB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 845                                         |
| 48      | 206th St BT James Rd & SR 19 WB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 315                                         |
| 48      | 206th St BT James Rd & SR 19 EB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1168                                        |
| 48      | 206th St BT James Rd & SR 19 WB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1425                                        |
| 49      | 206th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3873                                        |
| 49      | 206th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3483                                        |
| 49      | 206th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 893                                         |
| 49      | 206th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 298                                         |
| 49      | 206th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1222                                        |
| 49      | 206th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1382                                        |



| Zone ID | Zone Name                                         | Day Type           | Day Part             | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|----------------------|--------------------------------------------|
| 22      | 211th St BT Mill Creek Rd & Schulley Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 531                                        |
| 22      | 211th St BT Mill Creek Rd & Schulley Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 772                                        |
| 22      | 211th St BT Mill Creek Rd & Schulley Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 1557                                       |
| 22      | 211th St BT Mill Creek Rd & Schulley Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 1275                                       |
| 23      | 211th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 2                                          |
| 23      | 211th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 5                                          |
| 23      | 211th ST/Carrigan Rd BT Harbor Dr & Hague Rd EB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 955                                        |
| 23      | 211th ST/Carrigan Rd BT Harbor Dr & Hague Rd WB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 476                                        |
| 23      | 211th St BT Hague Rd & James Rd EB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 21                                         |
| 23      | 211th St BT Hague Rd & James Rd WB                | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 15                                         |
| 23      | 211th ST/Carrigan Rd BT Harbor Dr & Hague Rd EB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 1515                                       |
| 23      | 211th ST/Carrigan Rd BT Harbor Dr & Hague Rd WB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 1747                                       |
| 27      | 211th St BT Overdorf Rd & Riverwood Ave EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 2                                          |
| 27      | 211th St BT Overdorf Rd & Riverwood Ave WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 24                                         |
| 27      | 211th St BT Overdorf Rd & Riverwood Ave EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 46                                         |
| 27      | 211th St BT Overdorf Rd & Riverwood Ave WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 35                                         |
| 28      | 211th St BT SR 37 & Creek Rd EB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 4                                          |
| 28      | 211th St BT SR 37 & Creek Rd WB                   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 1                                          |
| 28      | 211th St BT SR 37 & Creek Rd EB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 13                                         |
| 28      | 211th St BT SR 37 & Creek Rd WB                   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 2                                          |
| 33      | 211th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am) | 3                                          |
| 33      | 211th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 24                                         |
| 33      | 211th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm) | 8                                          |

| Zone ID | Zone Name                                        | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 1       | 216th St BT Hinkle Rd & Little Chicago Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 129                                        |
| 1       | 216th St BT Hinkle Rd & Little Chicago Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 352                                        |
| 1       | 216th St BT Hinkle Rd & Little Chicago Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 888                                        |
| 1       | 216th St BT Hinkle Rd & Little Chicago Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 234                                        |
| 2       | 216th St BT Little Chicago Rd & Mill Creek Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 826                                        |
| 2       | 216th St BT Little Chicago Rd & Mill Creek Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 571                                        |
| 2       | 216th St BT Little Chicago Rd & Mill Creek Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 74                                         |
| 2       | 216th St BT Little Chicago Rd & Mill Creek Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 162                                        |
| 2       | 216th St BT Little Chicago Rd & Mill Creek Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 375                                        |
| 2       | 216th St BT Little Chicago Rd & Mill Creek Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 158                                        |
| 5       | 216th St BT Hague Rd & SR 19 EB                  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1178                                       |
| 5       | 216th ST BT Hague Rd & SR 19 WB                  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1319                                       |
| 5       | 216th St BT Hague Rd & SR 19 EB                  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 304                                        |
| 5       | 216th ST BT Hague Rd & SR 19 WB                  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 106                                        |
| 5       | 216th St BT Hague Rd & SR 19 EB                  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 337                                        |
| 5       | 216th ST BT Hague Rd & SR 19 WB                  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 532                                        |
| 9       | 216th St BT SR 37 & Creek Rd EB                  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 174                                        |
| 9       | 216th St BT SR 37 & Creek Rd WB                  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 190                                        |
| 9       | 216th St BT SR 37 & Creek Rd EB                  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 28                                         |
| 9       | 216th St BT SR 37 & Creek Rd WB                  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 22                                         |
| 9       | 216th St BT SR 37 & Creek Rd EB                  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 47                                         |
| 9       | 216th St BT SR 37 & Creek Rd WB                  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 68                                         |
| 10      | 216th St BT Creek Rd & Victory Chapel Rd EB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 109                                        |
| 10      | 216th St BT Creek Rd & Victory Chapel Rd WB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 109                                        |
| 10      | 216th St BT Creek Rd & Victory Chapel Rd EB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 15                                         |
| 10      | 216th St BT Creek Rd & Victory Chapel Rd WB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 28                                         |
| 10      | 216th St BT Creek Rd & Victory Chapel Rd EB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 41                                         |
| 10      | 216th St BT Creek Rd & Victory Chapel Rd WB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 27                                         |
| 11      | 216th St BT Victory Chapel Rd & Olio Rd EB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 84                                         |
| 11      | 216th St BT Victory Chapel Rd & Olio Rd WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 94                                         |
| 11      | 216th St BT Victory Chapel Rd & Olio Rd EB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 8                                          |
| 11      | 216th St BT Victory Chapel Rd & Olio Rd WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 26                                         |
| 11      | 216th St BT Victory Chapel Rd & Olio Rd EB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 33                                         |
| 11      | 216th St BT Victory Chapel Rd & Olio Rd WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 24                                         |
| 12      | 216th St BT Olio Rd & Durbin Rd EB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 77                                         |
| 12      | 216th St BT Olio Rd & Durbin Rd WB               | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 71                                         |
| 12      | 216th St BT Olio Rd & Durbin Rd EB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 12      | 216th St BT Olio Rd & Durbin Rd WB               | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 11                                         |
| 12      | 216th St BT Olio Rd & Durbin Rd EB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 29                                         |
| 12      | 216th St BT Olio Rd & Durbin Rd WB               | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 20                                         |
| 13      | 216th St BT Durbin Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 66                                         |
| 13      | 216th St BT Durbin Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 61                                         |
| 13      | 216th St BT Durbin Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 13      | 216th St BT Durbin Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 11                                         |
| 13      | 216th St BT Durbin Rd & Prairie Baptist Rd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 26                                         |
| 13      | 216th St BT Durbin Rd & Prairie Baptist Rd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 18                                         |
| 14      | 216th St BT Cyntheanne Rd & Atlantic Rd Eb       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 35                                         |
| 14      | 216th St BT Cyntheanne Rd & Atlantic Rd WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 45                                         |
| 14      | 216th St BT Cyntheanne Rd & Atlantic Rd WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 6                                          |
| 14      | 216th St BT Cyntheanne Rd & Atlantic Rd Eb       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 9                                          |
| 14      | 216th St BT Cyntheanne Rd & Atlantic Rd WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 12                                         |

| Zone ID | Zone Name                                      | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 72      | Allisonville Rd BT Cumberland Rd & 191st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1193                                       |
| 72      | Allisonville Rd BT Cumberland Rd & 191st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1111                                       |
| 72      | Allisonville Rd BT Cumberland Rd & 191st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 74                                         |
| 72      | Allisonville Rd BT Cumberland Rd & 191st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 322                                        |
| 72      | Allisonville Rd BT Cumberland Rd & 191st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 533                                        |
| 72      | Allisonville Rd BT Cumberland Rd & 191st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 290                                        |
| 73      | Allisonville Rd BT SR 37 & Cumberland Rd NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 924                                        |
| 73      | Allisonville Rd BT SR 37 & Cumberland Rd SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1169                                       |
| 73      | Allisonville Rd BT SR 37 & Cumberland Rd NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 165                                        |
| 73      | Allisonville Rd BT SR 37 & Cumberland Rd SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 184                                        |
| 73      | Allisonville Rd BT SR 37 & Cumberland Rd NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 318                                        |
| 73      | Allisonville Rd BT SR 37 & Cumberland Rd SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 445                                        |
| 98      | 10th St BT 191st St & Field Dr NB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2970                                       |
| 98      | 10th St BT 191st St & Field Dr SB              | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2979                                       |
| 98      | 10th St BT 191st St & Field Dr NB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 253                                        |
| 98      | 10th St BT 191st St & Field Dr SB              | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 782                                        |
| 98      | 10th St BT 191st St & Field Dr NB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1293                                       |
| 98      | 10th St BT 191st St & Field Dr SB              | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 813                                        |
| 127     | 10th St BT Field Dr & Monument St NB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2682                                       |
| 127     | 10th St BT Field Dr & Monument St SB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2213                                       |
| 127     | 10th St BT Field Dr & Monument St NB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 154                                        |
| 127     | 10th St BT Field Dr & Monument St SB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 546                                        |
| 127     | 10th St BT Field Dr & Monument St NB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1279                                       |
| 127     | 10th St BT Field Dr & Monument St SB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 636                                        |
| 148     | 10th St BT Monument St & Logan St NB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4049                                       |
| 148     | 10th St BT Monument St & Logan St SB           | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3173                                       |
| 148     | 10th St BT Monument St & Logan St NB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 406                                        |
| 148     | 10th St BT Monument St & Logan St SB           | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 610                                        |
| 148     | 10th St BT Monument St & Logan St NB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1801                                       |
| 148     | 10th St BT Monument St & Logan St SB           | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 954                                        |
| 177     | 10th St BT Pleasant St & Christian St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6207                                       |
| 177     | 10th St BT Pleasant St & Christian St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3701                                       |
| 177     | 10th St BT Pleasant St & Christian St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 833                                        |
| 177     | 10th St BT Pleasant St & Christian St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 523                                        |
| 177     | 10th St BT Pleasant St & Christian St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2181                                       |
| 177     | 10th St BT Pleasant St & Christian St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1178                                       |
| 200     | Allisonville Rd BT Christian St & 146th St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5807                                       |
| 200     | Allisonville Rd BT Christian St & 146th St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4862                                       |
| 200     | Allisonville Rd BT Christian St & 146th St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 906                                        |
| 200     | Allisonville Rd BT Christian St & 146th St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 892                                        |
| 200     | Allisonville Rd BT Christian St & 146th St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2017                                       |
| 200     | Allisonville Rd BT Christian St & 146th St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1510                                       |

| Zone ID | Zone Name                             | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------|--------------------|------------------------|--------------------------------------------|
| 35      | Atlantic Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1897                                       |
| 35      | Atlantic Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1927                                       |
| 65      | Atlantic Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1927                                       |
| 65      | Atlantic Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1989                                       |
| 84      | Atlantic Rd BT Main St & SR 32 NB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 770                                        |
| 84      | Atlantic Rd BT Main St & SR 32 SB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 861                                        |
| 110     | Atlantic Rd BT SR 32 & 186th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 392                                        |
| 110     | Atlantic Rd BT SR 32 & 186th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 472                                        |
| 138     | Atlantic Rd BT 186th St & 176th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 251                                        |
| 138     | Atlantic Rd BT 186th St & 176th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 305                                        |
| 182     | Atlantic Rd BT 176th St & 169th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 247                                        |
| 182     | Atlantic Rd BT 176th St & 169th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 281                                        |
| 211     | Atlantic Rd BT SR 38 & 156th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 126                                        |
| 211     | Atlantic Rd BT SR 38 & 156th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 135                                        |
| 235     | Atlantic Rd BT 156th St & 146th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 91                                         |
| 235     | Atlantic Rd BT 156th St & 146th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 128                                        |
| 267     | Atlantic Rd BT 169th St & SR 38 NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 280                                        |
| 267     | Atlantic Rd BT 169th St & SR 38 SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 309                                        |
| 35      | Atlantic Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 292                                        |
| 35      | Atlantic Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 447                                        |
| 65      | Atlantic Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 300                                        |
| 65      | Atlantic Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 447                                        |
| 84      | Atlantic Rd BT Main St & SR 32 NB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 111                                        |
| 84      | Atlantic Rd BT Main St & SR 32 SB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 214                                        |
| 110     | Atlantic Rd BT SR 32 & 186th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 66                                         |
| 110     | Atlantic Rd BT SR 32 & 186th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 96                                         |
| 138     | Atlantic Rd BT 186th St & 176th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 25                                         |
| 138     | Atlantic Rd BT 186th St & 176th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 85                                         |
| 182     | Atlantic Rd BT 176th St & 169th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 26                                         |
| 182     | Atlantic Rd BT 176th St & 169th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 81                                         |
| 211     | Atlantic Rd BT SR 38 & 156th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 23                                         |
| 211     | Atlantic Rd BT SR 38 & 156th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 38                                         |
| 235     | Atlantic Rd BT 156th St & 146th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 15                                         |
| 235     | Atlantic Rd BT 156th St & 146th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 33                                         |
| 267     | Atlantic Rd BT 169th St & SR 38 NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 28                                         |
| 267     | Atlantic Rd BT 169th St & SR 38 SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 97                                         |
| 35      | Atlantic Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 792                                        |
| 35      | Atlantic Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 632                                        |
| 65      | Atlantic Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 791                                        |
| 65      | Atlantic Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 642                                        |
| 84      | Atlantic Rd BT Main St & SR 32 NB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 366                                        |
| 84      | Atlantic Rd BT Main St & SR 32 SB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 252                                        |
| 110     | Atlantic Rd BT SR 32 & 186th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 158                                        |
| 110     | Atlantic Rd BT SR 32 & 186th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 144                                        |
| 138     | Atlantic Rd BT 186th St & 176th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 121                                        |
| 138     | Atlantic Rd BT 186th St & 176th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 75                                         |
| 182     | Atlantic Rd BT 176th St & 169th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 121                                        |
| 182     | Atlantic Rd BT 176th St & 169th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 70                                         |
| 211     | Atlantic Rd BT SR 38 & 156th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 70                                         |
| 211     | Atlantic Rd BT SR 38 & 156th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 38                                         |
| 235     | Atlantic Rd BT 156th St & 146th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 43                                         |
| 235     | Atlantic Rd BT 156th St & 146th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 39                                         |
| 267     | Atlantic Rd BT 169th St & SR 38 NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 131                                        |
| 267     | Atlantic Rd BT 169th St & SR 38 SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 72                                         |

| Zone ID | Zone Name                                   | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 188     | Boden Rd BT SR 38 & 166th St SB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3066                                       |
| 188     | Boden Rd BT SR 38 & 166th St SB             | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2441                                       |
| 188     | Boden Rd BT SR 38 & 166th St SB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 616                                        |
| 188     | Boden Rd BT SR 38 & 166th St SB             | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 226                                        |
| 188     | Boden Rd BT SR 38 & 166th St SB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1032                                       |
| 188     | Boden Rd BT SR 38 & 166th St SB             | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 909                                        |
| 207     | Boden Rd BT 166th St & 156th St NB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3966                                       |
| 207     | Boden Rd BT 166th St & 156th St NB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4417                                       |
| 207     | Boden Rd BT 166th St & 156th St NB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 267                                        |
| 207     | Boden Rd BT 166th St & 156th St NB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 841                                        |
| 207     | Boden Rd BT 166th St & 156th St NB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1607                                       |
| 207     | Boden Rd BT 166th St & 156th St NB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1468                                       |
| 252     | Boden Rd BT Greenfield Ave & Campus Pkwy NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 8677                                       |
| 252     | Boden Rd BT Greenfield Ave & Campus Pkwy SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 9215                                       |
| 252     | Boden Rd BT Greenfield Ave & Campus Pkwy NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 578                                        |
| 252     | Boden Rd BT Greenfield Ave & Campus Pkwy SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2106                                       |
| 252     | Boden Rd BT Greenfield Ave & Campus Pkwy NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3463                                       |
| 252     | Boden Rd BT Greenfield Ave & Campus Pkwy SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2710                                       |
| 273     | Brooks School Rd BT 141st St & 136th St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4994                                       |
| 273     | Brooks School Rd BT 141st St & 136th St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5600                                       |
| 273     | Brooks School Rd BT 141st St & 136th St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 694                                        |
| 273     | Brooks School Rd BT 141st St & 136th St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 755                                        |
| 273     | Brooks School Rd BT 141st St & 136th St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1851                                       |
| 273     | Brooks School Rd BT 141st St & 136th St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2129                                       |

| Zone ID | Zone Name                             | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------|--------------------|------------------------|--------------------------------------------|
| 274     | Cabela Pkwy BT 141st St & 136th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1192                                       |
| 274     | Cabela Pkwy BT 141st St & 136th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1320                                       |
| 274     | Cabela Pkwy BT 141st St & 136th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 30                                         |
| 274     | Cabela Pkwy BT 141st St & 136th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 74                                         |
| 274     | Cabela Pkwy BT 141st St & 136th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 440                                        |
| 274     | Cabela Pkwy BT 141st St & 136th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 456                                        |

| Zone ID | Zone Name                                        | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 250     | Campus Pkwy BT Marilyn Rd & Brooks School Rd EB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 13454                                      |
| 250     | Campus Pkwy BT Marilyn Rd & Brooks School Rd WB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 13203                                      |
| 250     | Campus Pkwy BT Marilyn Rd & Brooks School Rd EB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1939                                       |
| 250     | Campus Pkwy BT Marilyn Rd & Brooks School Rd WB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2684                                       |
| 250     | Campus Pkwy BT Marilyn Rd & Brooks School Rd EB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 4975                                       |
| 250     | Campus Pkwy BT Marilyn Rd & Brooks School Rd WB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3962                                       |
| 262     | Campus Pkwy BT Harrell Pkwy & i-69 Sb Ramps EB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 20217                                      |
| 262     | Campus Pkwy BT Harrell Pkwy & i-69 Sb Ramps WB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 20898                                      |
| 262     | Campus Pkwy BT Harrell Pkwy & i-69 Sb Ramps EB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3144                                       |
| 262     | Campus Pkwy BT Harrell Pkwy & i-69 Sb Ramps WB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2903                                       |
| 262     | Campus Pkwy BT Harrell Pkwy & i-69 Sb Ramps EB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6400                                       |
| 262     | Campus Pkwy BT Harrell Pkwy & i-69 Sb Ramps WB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6972                                       |
| 264     | Campus Pkwy BT Cabela Pkwy & Town Center Blvd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 18621                                      |
| 264     | Campus Pkwy BT Cabela Pkwy & Town Center Blvd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 17131                                      |
| 264     | Campus Pkwy BT Cabela Pkwy & Town Center Blvd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3228                                       |
| 264     | Campus Pkwy BT Cabela Pkwy & Town Center Blvd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2575                                       |
| 264     | Campus Pkwy BT Cabela Pkwy & Town Center Blvd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 6099                                       |
| 264     | Campus Pkwy BT Cabela Pkwy & Town Center Blvd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5649                                       |
| 265     | Campus Pkwy BT Brooks School Rd & Cabela Pkwy Eb | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 17417                                      |
| 265     | Campus Pkwy BT Brooks School Rd & Cabela Pkwy WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 17027                                      |
| 265     | Campus Pkwy BT Brooks School Rd & Cabela Pkwy Eb | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3051                                       |
| 265     | Campus Pkwy BT Brooks School Rd & Cabela Pkwy WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2563                                       |
| 265     | Campus Pkwy BT Brooks School Rd & Cabela Pkwy Eb | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5844                                       |
| 265     | Campus Pkwy BT Brooks School Rd & Cabela Pkwy WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5742                                       |

| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 157     | 176th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 88                                         |
| 157     | 176th St BT Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 63                                         |
| 157     | 176th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3                                          |
| 157     | 176th St BT Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 10                                         |
| 157     | 176th St BT Cyntheanne Rd & Atlantic Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 32                                         |
| 157     | 176th St BT Cyntheanne Rd & Atlantic Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 11                                         |
| 158     | 176th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 55                                         |
| 158     | 176th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 59                                         |
| 158     | 176th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2                                          |
| 158     | 176th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 6                                          |
| 158     | 176th St BT Prairie Baptist Rd & Cyntheanne Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 20                                         |
| 158     | 176th St BT Prairie Baptist Rd & Cyntheanne Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 14                                         |
| 165     | Cherry St BT 16th St & 19th St EB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 277                                        |
| 165     | Cherry St BT 16th St & 19th St WB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 87                                         |
| 165     | Cherry St BT 16th St & 19th St EB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 25                                         |
| 165     | Cherry St BT 16th St & 19th St WB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 29                                         |
| 165     | Cherry St BT 16th St & 19th St EB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 112                                        |
| 165     | Cherry St BT 16th St & 19th St WB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 27                                         |
| 166     | Cherry St BT 10th St & 16th St EB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 304                                        |
| 166     | Cherry St BT 10th St & 16th St WB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 35                                         |
| 166     | Cherry St BT 10th St & 16th St EB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 105                                        |



| Zone ID | Zone Name                                | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 168     | Cherry Tree Rd BT SR 32 & 171st St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1310                                       |
| 168     | Cherry Tree Rd BT SR 32 & 171st St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1266                                       |
| 168     | Cherry Tree Rd BT SR 32 & 171st St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 162                                        |
| 168     | Cherry Tree Rd BT SR 32 & 171st St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 88                                         |
| 168     | Cherry Tree Rd BT SR 32 & 171st St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 495                                        |
| 168     | Cherry Tree Rd BT SR 32 & 171st St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 504                                        |
| 194     | Cherry Tree Rd BT 171st St & 161st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1218                                       |
| 194     | Cherry Tree Rd BT 171st St & 161st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1280                                       |
| 194     | Cherry Tree Rd BT 171st St & 161st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 110                                        |
| 194     | Cherry Tree Rd BT 171st St & 161st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 240                                        |
| 194     | Cherry Tree Rd BT 171st St & 161st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 484                                        |
| 194     | Cherry Tree Rd BT 171st St & 161st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 441                                        |
| 225     | Cherry Tree Rd BT 161st St & 160th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1670                                       |
| 225     | Cherry Tree Rd BT 161st St & 160th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1789                                       |
| 225     | Cherry Tree Rd BT 161st St & 160th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 147                                        |
| 225     | Cherry Tree Rd BT 161st St & 160th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 250                                        |
| 225     | Cherry Tree Rd BT 161st St & 160th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 847                                        |
| 225     | Cherry Tree Rd BT 161st St & 160th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 650                                        |
| 228     | Cherry Tree Rd BT 160th St & 146th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 691                                        |
| 228     | Cherry Tree Rd BT 160th St & 146th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 635                                        |
| 228     | Cherry Tree Rd BT 160th St & 146th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 99                                         |
| 228     | Cherry Tree Rd BT 160th St & 146th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 87                                         |
| 228     | Cherry Tree Rd BT 160th St & 146th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 311                                        |
| 228     | Cherry Tree Rd BT 160th St & 146th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 256                                        |

| Zone ID | Zone Name                          | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------|--------------------|------------------------|--------------------------------------------|
| 17      | Creek Rd BT 216th St & 211th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 69                                         |
| 17      | Creek Rd BT 216th St & 211th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 45                                         |
| 17      | Creek Rd BT 216th St & 211th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 5                                          |
| 17      | Creek Rd BT 216th St & 211th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2                                          |
| 17      | Creek Rd BT 216th St & 211th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 19                                         |
| 17      | Creek Rd BT 216th St & 211th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 16                                         |
| 60      | Creek Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 86                                         |
| 60      | Creek Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 101                                        |
| 60      | Creek Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 7                                          |
| 60      | Creek Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 38                                         |
| 60      | Creek Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 49                                         |
| 60      | Creek Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 28                                         |
| 278     | Creek Rd BT 211th St & 206th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 46                                         |
| 278     | Creek Rd BT 211th St & 206th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 89                                         |
| 278     | Creek Rd BT 211th St & 206th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3                                          |
| 278     | Creek Rd BT 211th St & 206th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 12                                         |
| 278     | Creek Rd BT 211th St & 206th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 19                                         |
| 278     | Creek Rd BT 211th St & 206th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 39                                         |

| Zone ID | Zone Name                                      | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 6       | Cumberland Rd BT 221st St & 206th St NB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2190                                       |
| 6       | Cumberland Rd BT 221st St & 206th St SB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1813                                       |
| 6       | Cumberland Rd BT 221st St & 206th St NB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 146                                        |
| 6       | Cumberland Rd BT 221st St & 206th St SB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 541                                        |
| 6       | Cumberland Rd BT 221st St & 206th St NB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 971                                        |
| 6       | Cumberland Rd BT 221st St & 206th St SB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 442                                        |
| 91      | Cumberland Rd BT Allisonville Rd & 191st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3378                                       |
| 91      | Cumberland Rd BT Allisonville Rd & 191st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3717                                       |
| 91      | Cumberland Rd BT Allisonville Rd & 191st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 204                                        |
| 91      | Cumberland Rd BT Allisonville Rd & 191st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1027                                       |
| 91      | Cumberland Rd BT Allisonville Rd & 191st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1448                                       |
| 91      | Cumberland Rd BT Allisonville Rd & 191st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 899                                        |
| 119     | Cumberland Rd BT 191st St & Field Dr NB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2834                                       |
| 119     | Cumberland Rd BT 191st St & Field Dr SB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1855                                       |
| 119     | Cumberland Rd BT 191st St & Field Dr NB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 250                                        |
| 119     | Cumberland Rd BT 191st St & Field Dr SB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 352                                        |
| 119     | Cumberland Rd BT 191st St & Field Dr NB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1238                                       |
| 119     | Cumberland Rd BT 191st St & Field Dr SB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 631                                        |
| 129     | Cumberland Rd BT Field Dr & Monument St NB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3985                                       |
| 129     | Cumberland Rd BT Field Dr & Monument St SB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3936                                       |
| 129     | Cumberland Rd BT Field Dr & Monument St NB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 448                                        |
| 129     | Cumberland Rd BT Field Dr & Monument St SB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 678                                        |
| 129     | Cumberland Rd BT Field Dr & Monument St NB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1541                                       |
| 129     | Cumberland Rd BT Field Dr & Monument St SB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1232                                       |
| 150     | Cumberland Rd BT Monument St & SR 32 NB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5570                                       |
| 150     | Cumberland Rd BT Monument St & SR 32 SB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5244                                       |
| 150     | Cumberland Rd BT Monument St & SR 32 NB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 853                                        |
| 150     | Cumberland Rd BT Monument St & SR 32 SB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 660                                        |
| 150     | Cumberland Rd BT Monument St & SR 32 NB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2036                                       |
| 150     | Cumberland Rd BT Monument St & SR 32 SB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1682                                       |
| 176     | Cumberland Rd BT Riverwood & Allisonville NB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3905                                       |
| 176     | Cumberland Rd BT Riverwood & Allisonville SB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3959                                       |
| 176     | Cumberland Rd BT Riverwood & Allisonville NB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 208                                        |
| 176     | Cumberland Rd BT Riverwood & Allisonville SB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1121                                       |
| 176     | Cumberland Rd BT Riverwood & Allisonville NB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1748                                       |
| 176     | Cumberland Rd BT Riverwood & Allisonville SB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 940                                        |
| 204     | Cumberland Rd BT 166th St & Greenfield Ave NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2717                                       |
| 204     | Cumberland Rd BT 166th St & Greenfield Ave SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2550                                       |
| 204     | Cumberland Rd BT 166th St & Greenfield Ave NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 207                                        |
| 204     | Cumberland Rd BT 166th St & Greenfield Ave SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 398                                        |
| 204     | Cumberland Rd BT 166th St & Greenfield Ave NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1031                                       |
| 204     | Cumberland Rd BT 166th St & Greenfield Ave SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 770                                        |
| 230     | Cumberland Rd BT Greenfield Ave & 146th St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5662                                       |
| 230     | Cumberland Rd BT Greenfield Ave & 146th St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5112                                       |
| 230     | Cumberland Rd BT Greenfield Ave & 146th St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 623                                        |
| 230     | Cumberland Rd BT Greenfield Ave & 146th St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1229                                       |
| 230     | Cumberland Rd BT Greenfield Ave & 146th St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2227                                       |
| 230     | Cumberland Rd BT Greenfield Ave & 146th St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1472                                       |

| Zone ID | Zone Name                                  | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 15      | Cyntheanne Rd BT 216th St & 211th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 116                                        |
| 15      | Cyntheanne Rd BT 216th St & 211th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 94                                         |
| 34      | Cyntheanne Rd BT 211th St & 206th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 119                                        |
| 34      | Cyntheanne Rd BT 211th St & 206th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 96                                         |
| 64      | Cyntheanne Rd BT 206th St & Montana Ave NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 127                                        |
| 64      | Cyntheanne Rd BT 206th St & Montana Ave SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 88                                         |
| 67      | Cyntheanne Rd BT Montana Ave & 196th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 130                                        |
| 67      | Cyntheanne Rd BT Montana Ave & 196th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 93                                         |
| 85      | Cyntheanne Rd BT 196th St & 191st St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 206                                        |
| 85      | Cyntheanne Rd BT 196th St & 191st St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 111                                        |
| 111     | Cyntheanne Rd BT 191st St & SR 32 NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 272                                        |
| 111     | Cyntheanne Rd BT 191st St & SR 32 SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 192                                        |
| 136     | Cyntheanne Rd BT SR 32 & 186th St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 647                                        |
| 136     | Cyntheanne Rd BT SR 32 & 186th St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 458                                        |
| 139     | Cyntheanne Rd BT 186th St & 176th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 392                                        |
| 139     | Cyntheanne Rd BT 186th St & 176th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 307                                        |
| 181     | Cyntheanne Rd BT 176th St & 169th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 423                                        |
| 181     | Cyntheanne Rd BT 176th St & 169th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 306                                        |
| 184     | Cyntheanne Rd BT 169th St & SR 38 NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 462                                        |
| 184     | Cyntheanne Rd BT 169th St & SR 38 SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 304                                        |
| 210     | Cyntheanne Rd BT SR 38 & 156th St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1009                                       |
| 210     | Cyntheanne Rd BT SR 38 & 156th St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 866                                        |
| 234     | Cyntheanne Rd BT 156th St & 146th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 983                                        |
| 234     | Cyntheanne Rd BT 156th St & 146th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 838                                        |
| 258     | Cyntheanne Rd South Of 146th St NB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1184                                       |
| 258     | Cyntheanne Rd South Of 146th St SB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1094                                       |
| 15      | Cyntheanne Rd BT 216th St & 211th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 6                                          |
| 15      | Cyntheanne Rd BT 216th St & 211th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 14                                         |
| 34      | Cyntheanne Rd BT 211th St & 206th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 7                                          |
| 34      | Cyntheanne Rd BT 211th St & 206th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 15                                         |
| 64      | Cyntheanne Rd BT 206th St & Montana Ave NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 16                                         |
| 64      | Cyntheanne Rd BT 206th St & Montana Ave SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 11                                         |
| 67      | Cyntheanne Rd BT Montana Ave & 196th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 15                                         |
| 67      | Cyntheanne Rd BT Montana Ave & 196th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 19                                         |
| 85      | Cyntheanne Rd BT 196th St & 191st St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 19                                         |
| 85      | Cyntheanne Rd BT 196th St & 191st St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 21                                         |
| 111     | Cyntheanne Rd BT 191st St & SR 32 NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 28                                         |
| 111     | Cyntheanne Rd BT 191st St & SR 32 SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 52                                         |
| 136     | Cyntheanne Rd BT SR 32 & 186th St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 76                                         |
| 136     | Cyntheanne Rd BT SR 32 & 186th St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 92                                         |
| 139     | Cyntheanne Rd BT 186th St & 176th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 48                                         |
| 139     | Cyntheanne Rd BT 186th St & 176th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 64                                         |
| 181     | Cyntheanne Rd BT 176th St & 169th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 51                                         |
| 181     | Cyntheanne Rd BT 176th St & 169th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 70                                         |
| 184     | Cyntheanne Rd BT 169th St & SR 38 NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 55                                         |
| 184     | Cyntheanne Rd BT 169th St & SR 38 SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 69                                         |
| 210     | Cyntheanne Rd BT SR 38 & 156th St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 233                                        |
| 210     | Cyntheanne Rd BT SR 38 & 156th St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 129                                        |
| 234     | Cyntheanne Rd BT 156th St & 146th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 224                                        |
| 234     | Cyntheanne Rd BT 156th St & 146th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 135                                        |
| 258     | Cyntheanne Rd South Of 146th St NB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 305                                        |
| 258     | Cyntheanne Rd South Of 146th St SB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 158                                        |
| 15      | Cyntheanne Rd BT 216th St & 211th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 43                                         |
| 15      | Cyntheanne Rd BT 216th St & 211th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 31                                         |
| 34      | Cyntheanne Rd BT 211th St & 206th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 41                                         |
| 34      | Cyntheanne Rd BT 211th St & 206th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 30                                         |
| 64      | Cyntheanne Rd BT 206th St & Montana Ave NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 40                                         |
| 64      | Cyntheanne Rd BT 206th St & Montana Ave SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 29                                         |
| 67      | Cyntheanne Rd BT Montana Ave & 196th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 45                                         |
| 67      | Cyntheanne Rd BT Montana Ave & 196th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 26                                         |
| 85      | Cyntheanne Rd BT 196th St & 191st St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 92                                         |
| 85      | Cyntheanne Rd BT 196th St & 191st St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 34                                         |
| 111     | Cyntheanne Rd BT 191st St & SR 32 NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 134                                        |
| 111     | Cyntheanne Rd BT 191st St & SR 32 SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 60                                         |
| 136     | Cyntheanne Rd BT SR 32 & 186th St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 297                                        |
| 136     | Cyntheanne Rd BT SR 32 & 186th St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 151                                        |
| 139     | Cyntheanne Rd BT 186th St & 176th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 187                                        |
| 139     | Cyntheanne Rd BT 186th St & 176th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 105                                        |
| 181     | Cyntheanne Rd BT 176th St & 169th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 210                                        |
| 181     | Cyntheanne Rd BT 176th St & 169th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 101                                        |
| 184     | Cyntheanne Rd BT 169th St & SR 38 NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 225                                        |
| 184     | Cyntheanne Rd BT 169th St & SR 38 SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 101                                        |
| 210     | Cyntheanne Rd BT SR 38 & 156th St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 358                                        |
| 210     | Cyntheanne Rd BT SR 38 & 156th St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 331                                        |
| 234     | Cyntheanne Rd BT 156th St & 146th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 350                                        |
| 234     | Cyntheanne Rd BT 156th St & 146th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 327                                        |
| 258     | Cyntheanne Rd South Of 146th St NB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 387                                        |
| 258     | Cyntheanne Rd South Of 146th St SB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 442                                        |

| Zone ID | Zone Name                             | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------|--------------------|------------------------|--------------------------------------------|
| 31      | Durbin Rd BT 216th St & 206th St NB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 39                                         |
| 31      | Durbin Rd BT 216th St & 206th St SB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 30                                         |
| 113     | Durbin Rd BT 191st St & 186th St NB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 278                                        |
| 113     | Durbin Rd BT 191st St & 186th St SB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 192                                        |
| 135     | Durbin Rd BT 186th St & SR 32 NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 413                                        |
| 135     | Durbin Rd BT 186th St & SR 32 SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 592                                        |
| 143     | Durbin Rd BT SR 32 & Middletown Rd NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1145                                       |
| 143     | Durbin Rd BT SR 32 & Middletown Rd SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1140                                       |
| 159     | Durbin Rd BT Middletown Rd & SR 38 NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 423                                        |
| 159     | Durbin Rd BT Middletown Rd & SR 38 SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 395                                        |
| 31      | Durbin Rd BT 216th St & 206th St NB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 31      | Durbin Rd BT 216th St & 206th St SB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 113     | Durbin Rd BT 191st St & 186th St NB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 22                                         |
| 113     | Durbin Rd BT 191st St & 186th St SB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 16                                         |
| 135     | Durbin Rd BT 186th St & SR 32 NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 114                                        |
| 135     | Durbin Rd BT 186th St & SR 32 SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 47                                         |
| 143     | Durbin Rd BT SR 32 & Middletown Rd NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 114                                        |
| 143     | Durbin Rd BT SR 32 & Middletown Rd SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 305                                        |
| 159     | Durbin Rd BT Middletown Rd & SR 38 NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 37                                         |
| 159     | Durbin Rd BT Middletown Rd & SR 38 SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 102                                        |
| 31      | Durbin Rd BT 216th St & 206th St NB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 9                                          |
| 31      | Durbin Rd BT 216th St & 206th St SB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 5                                          |
| 113     | Durbin Rd BT 191st St & 186th St NB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 91                                         |
| 113     | Durbin Rd BT 191st St & 186th St SB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 68                                         |
| 135     | Durbin Rd BT 186th St & SR 32 NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 108                                        |
| 135     | Durbin Rd BT 186th St & SR 32 SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 296                                        |
| 143     | Durbin Rd BT SR 32 & Middletown Rd NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 474                                        |
| 143     | Durbin Rd BT SR 32 & Middletown Rd SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 319                                        |
| 159     | Durbin Rd BT Middletown Rd & SR 38 NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 179                                        |
| 159     | Durbin Rd BT Middletown Rd & SR 38 SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 115                                        |

| Zone ID | Zone Name                                  | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 56      | Edith Ave BT 206th St & Allisonville Rd NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 117                                        |
| 56      | Edith Ave BT 206th St & Allisonville Rd SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 120                                        |
| 56      | Edith Ave BT 206th St & Allisonville Rd NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 25                                         |
| 56      | Edith Ave BT 206th St & Allisonville Rd SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 7                                          |
| 56      | Edith Ave BT 206th St & Allisonville Rd NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 31                                         |
| 56      | Edith Ave BT 206th St & Allisonville Rd SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 52                                         |

| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 193     | Greenfield Ave BT Christian St & 16th St EB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7395                                       |
| 193     | Greenfield Ave BT Christian St & 16th St WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6705                                       |
| 201     | Greenfield Ave BT 16th St & Herriman Blvd EB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7227                                       |
| 201     | Greenfield Ave BT 16th St & Herriman Blvd WB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7040                                       |
| 203     | Greenfield Ave BT Herriman Blvd & SR 37 EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7781                                       |
| 203     | Greenfield Ave BT Herriman Blvd & SR 37 WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7111                                       |
| 218     | Greenfield Ave BT Promise Rd & Summer Rd EB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5469                                       |
| 218     | Greenfield Ave BT Promise Rd & Summer Rd WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5336                                       |
| 220     | Greenfield Ave BT Union Chapel Rd & Promise Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6641                                       |
| 220     | Greenfield Ave BT Union Chapel Rd & Promise Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6502                                       |
| 221     | Greenfield Ave BT Howe Rd & Union Chapel Rd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5902                                       |
| 221     | Greenfield Ave BT Howe Rd & Union Chapel Rd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6171                                       |
| 222     | Greenfield Ave BT Cumberland Rd & Howe Rd EB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6512                                       |
| 222     | Greenfield Ave BT Cumberland Rd & Howe Rd WB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6757                                       |
| 223     | Greenfield Ave BT SR 37 & Cumberland Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 10153                                      |
| 223     | Greenfield Ave BT SR 37 & Cumberland Rd WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 10555                                      |
| 232     | Greenfield Ave BT Summer Rd & Marilyn Rd EB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6057                                       |
| 232     | Greenfield Ave BT Summer Rd & Marilyn Rd WB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5952                                       |
| 251     | Greenfield Ave BT Marilyn Rd & Boden Rd EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7143                                       |
| 251     | Greenfield Ave BT Marilyn Rd & Boden Rd WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6946                                       |
| 193     | Greenfield Ave BT Christian St & 16th St EB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1118                                       |
| 193     | Greenfield Ave BT Christian St & 16th St WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1068                                       |
| 201     | Greenfield Ave BT 16th St & Herriman Blvd EB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1104                                       |
| 201     | Greenfield Ave BT 16th St & Herriman Blvd WB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1220                                       |
| 203     | Greenfield Ave BT Herriman Blvd & SR 37 EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1153                                       |
| 203     | Greenfield Ave BT Herriman Blvd & SR 37 WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1228                                       |
| 218     | Greenfield Ave BT Promise Rd & Summer Rd EB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 529                                        |
| 218     | Greenfield Ave BT Promise Rd & Summer Rd WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 934                                        |
| 220     | Greenfield Ave BT Union Chapel Rd & Promise Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 623                                        |
| 220     | Greenfield Ave BT Union Chapel Rd & Promise Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1309                                       |
| 221     | Greenfield Ave BT Howe Rd & Union Chapel Rd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 584                                        |
| 221     | Greenfield Ave BT Howe Rd & Union Chapel Rd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1336                                       |
| 222     | Greenfield Ave BT Cumberland Rd & Howe Rd EB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 592                                        |
| 222     | Greenfield Ave BT Cumberland Rd & Howe Rd WB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1467                                       |
| 223     | Greenfield Ave BT SR 37 & Cumberland Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1434                                       |
| 223     | Greenfield Ave BT SR 37 & Cumberland Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1945                                       |
| 232     | Greenfield Ave BT Summer Rd & Marilyn Rd EB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 856                                        |
| 232     | Greenfield Ave BT Summer Rd & Marilyn Rd WB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 865                                        |
| 251     | Greenfield Ave BT Marilyn Rd & Boden Rd EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1422                                       |
| 251     | Greenfield Ave BT Marilyn Rd & Boden Rd WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 745                                        |
| 193     | Greenfield Ave BT Christian St & 16th St EB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2519                                       |
| 193     | Greenfield Ave BT Christian St & 16th St WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2064                                       |
| 201     | Greenfield Ave BT 16th St & Herriman Blvd EB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2453                                       |
| 201     | Greenfield Ave BT 16th St & Herriman Blvd WB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2200                                       |
| 203     | Greenfield Ave BT Herriman Blvd & SR 37 EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2764                                       |
| 203     | Greenfield Ave BT Herriman Blvd & SR 37 WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2229                                       |
| 218     | Greenfield Ave BT Promise Rd & Summer Rd EB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2089                                       |
| 218     | Greenfield Ave BT Promise Rd & Summer Rd WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1696                                       |
| 220     | Greenfield Ave BT Union Chapel Rd & Promise Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2610                                       |
| 220     | Greenfield Ave BT Union Chapel Rd & Promise Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1997                                       |
| 221     | Greenfield Ave BT Howe Rd & Union Chapel Rd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2378                                       |
| 221     | Greenfield Ave BT Howe Rd & Union Chapel Rd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1876                                       |
| 222     | Greenfield Ave BT Cumberland Rd & Howe Rd EB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2523                                       |
| 222     | Greenfield Ave BT Cumberland Rd & Howe Rd WB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2099                                       |
| 223     | Greenfield Ave BT SR 37 & Cumberland Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3530                                       |
| 223     | Greenfield Ave BT SR 37 & Cumberland Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3494                                       |
| 232     | Greenfield Ave BT Summer Rd & Marilyn Rd EB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2107                                       |
| 232     | Greenfield Ave BT Summer Rd & Marilyn Rd WB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2022                                       |
| 251     | Greenfield Ave BT Marilyn Rd & Boden Rd EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2262                                       |
| 251     | Greenfield Ave BT Marilyn Rd & Boden Rd WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2566                                       |



| Zone ID | Zone Name                             | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------|--------------------|------------------------|--------------------------------------------|
| 4       | Hague Rd North of 216th St NB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1702                                       |
| 4       | Hague Rd North of 216th St SB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1578                                       |
| 18      | Hague Rd BT 216th St & 211th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2134                                       |
| 18      | Hague Rd BT 216th St & 211th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2127                                       |
| 24      | Hague Rd BT 211th St & Carrigan Rd NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2127                                       |
| 24      | Hague Rd BT 211th St & Carrigan Rd SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2141                                       |
| 50      | Hague Rd BT Carrigan Rd & 206th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5294                                       |
| 50      | Hague Rd BT Carrigan Rd & 206th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5369                                       |
| 52      | Hague Rd BT 206th St & 196th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3836                                       |
| 52      | Hague Rd BT 206th St & 196th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3267                                       |
| 93      | Hague Rd BT 196th St & Lakeview Dr NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 7077                                       |
| 93      | Hague Rd BT 196th St & Lakeview Dr SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6761                                       |
| 97      | Hague Rd BT Lakeview Dr & SR 38 NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6974                                       |
| 97      | Hague Rd BT Lakeview Dr & SR 38 SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6961                                       |
| 124     | Hague Rd BT SR 38 & SR 32 NB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3958                                       |
| 124     | Hague Rd BT SR 38 & SR 32 SB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3772                                       |
| 4       | Hague Rd North of 216th St NB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 143                                        |
| 4       | Hague Rd North of 216th St SB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 320                                        |
| 18      | Hague Rd BT 216th St & 211th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 175                                        |
| 18      | Hague Rd BT 216th St & 211th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 428                                        |
| 24      | Hague Rd BT 211th St & Carrigan Rd NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 176                                        |
| 24      | Hague Rd BT 211th St & Carrigan Rd SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 441                                        |
| 50      | Hague Rd BT Carrigan Rd & 206th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 333                                        |
| 50      | Hague Rd BT Carrigan Rd & 206th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1217                                       |
| 52      | Hague Rd BT 206th St & 196th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 264                                        |
| 52      | Hague Rd BT 206th St & 196th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 603                                        |
| 93      | Hague Rd BT 196th St & Lakeview Dr NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 766                                        |
| 93      | Hague Rd BT 196th St & Lakeview Dr SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1313                                       |
| 97      | Hague Rd BT Lakeview Dr & SR 38 NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 704                                        |
| 97      | Hague Rd BT Lakeview Dr & SR 38 SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1690                                       |
| 124     | Hague Rd BT SR 38 & SR 32 NB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 425                                        |
| 124     | Hague Rd BT SR 38 & SR 32 SB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 875                                        |
| 4       | Hague Rd North of 216th St NB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 721                                        |
| 4       | Hague Rd North of 216th St SB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 448                                        |
| 18      | Hague Rd BT 216th St & 211th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 887                                        |
| 18      | Hague Rd BT 216th St & 211th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 615                                        |
| 24      | Hague Rd BT 211th St & Carrigan Rd NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 887                                        |
| 24      | Hague Rd BT 211th St & Carrigan Rd SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 612                                        |
| 50      | Hague Rd BT Carrigan Rd & 206th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2304                                       |
| 50      | Hague Rd BT Carrigan Rd & 206th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1526                                       |
| 52      | Hague Rd BT 206th St & 196th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1765                                       |
| 52      | Hague Rd BT 206th St & 196th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 956                                        |
| 93      | Hague Rd BT 196th St & Lakeview Dr NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 3003                                       |
| 93      | Hague Rd BT 196th St & Lakeview Dr SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2195                                       |
| 97      | Hague Rd BT Lakeview Dr & SR 38 NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2886                                       |
| 97      | Hague Rd BT Lakeview Dr & SR 38 SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2062                                       |
| 124     | Hague Rd BT SR 38 & SR 32 NB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1645                                       |
| 124     | Hague Rd BT SR 38 & SR 32 SB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1170                                       |



| Zone ID | Zone Name                                       | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 202     | Herriman BT Greenfield Ave & Wellington Pkwy NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1829                                       |
| 202     | Herriman BT Greenfield Ave & Wellington Pkwy SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1554                                       |
| 202     | Herriman BT Greenfield Ave & Wellington Pkwy NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 203                                        |
| 202     | Herriman BT Greenfield Ave & Wellington Pkwy SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 262                                        |
| 202     | Herriman BT Greenfield Ave & Wellington Pkwy NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 748                                        |
| 202     | Herriman BT Greenfield Ave & Wellington Pkwy SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 492                                        |
| 238     | Herriman Blvd BT Stony Creek Way & 146th St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2973                                       |
| 238     | Herriman Blvd BT Stony Creek Way & 146th St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2652                                       |
| 238     | Herriman Blvd BT Stony Creek Way & 146th St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 603                                        |
| 238     | Herriman Blvd BT Stony Creek Way & 146th St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 430                                        |
| 238     | Herriman Blvd BT Stony Creek Way & 146th St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1039                                       |
| 238     | Herriman Blvd BT Stony Creek Way & 146th St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 981                                        |

| Zone ID | Zone Name                          | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------|--------------------|------------------------|--------------------------------------------|
| 21      | Hinkle Rd BT 216th St & SR 38 NB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 404                                        |
| 21      | Hinkle Rd BT 216th St & SR 38 SB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 388                                        |
| 69      | Moontown Rd BT SR 38 & 191st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 932                                        |
| 69      | Moontown Rd BT SR 38 & 191st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 927                                        |
| 123     | Moontown Rd BT 191st St & SR 32 NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1925                                       |
| 123     | Moontown Rd BT 191st St & SR 32 SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1898                                       |
| 172     | Gray Rd BT SR 32 & 169th St NB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2266                                       |
| 172     | Gray Rd BT SR 32 & 169th St SB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2383                                       |
| 195     | Gray Rd BT 169th St & 161st St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2330                                       |
| 195     | Gray Rd BT 169th St & 161st St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2505                                       |
| 226     | Gray Rd BT 161st St & 156th St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2977                                       |
| 226     | Gray Rd BT 161st St & 156th St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2936                                       |
| 239     | Gray Rd BT 156th St & 146th St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4315                                       |
| 239     | Gray Rd BT 156th St & 146th St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4588                                       |
| 21      | Hinkle Rd BT 216th St & SR 38 NB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 38                                         |
| 21      | Hinkle Rd BT 216th St & SR 38 SB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 94                                         |
| 69      | Moontown Rd BT SR 38 & 191st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 178                                        |
| 69      | Moontown Rd BT SR 38 & 191st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 163                                        |
| 123     | Moontown Rd BT 191st St & SR 32 NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 180                                        |
| 123     | Moontown Rd BT 191st St & SR 32 SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 410                                        |
| 172     | Gray Rd BT SR 32 & 169th St NB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 195                                        |
| 172     | Gray Rd BT SR 32 & 169th St SB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 529                                        |
| 195     | Gray Rd BT 169th St & 161st St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 164                                        |
| 195     | Gray Rd BT 169th St & 161st St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 618                                        |
| 226     | Gray Rd BT 161st St & 156th St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 258                                        |
| 226     | Gray Rd BT 161st St & 156th St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 580                                        |
| 239     | Gray Rd BT 156th St & 146th St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 461                                        |
| 239     | Gray Rd BT 156th St & 146th St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 781                                        |
| 21      | Hinkle Rd BT 216th St & SR 38 NB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 159                                        |
| 21      | Hinkle Rd BT 216th St & SR 38 SB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 127                                        |
| 69      | Moontown Rd BT SR 38 & 191st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 312                                        |
| 69      | Moontown Rd BT SR 38 & 191st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 348                                        |
| 123     | Moontown Rd BT 191st St & SR 32 NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 733                                        |
| 123     | Moontown Rd BT 191st St & SR 32 SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 605                                        |
| 172     | Gray Rd BT SR 32 & 169th St NB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 959                                        |
| 172     | Gray Rd BT SR 32 & 169th St SB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 705                                        |
| 195     | Gray Rd BT 169th St & 161st St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 957                                        |
| 195     | Gray Rd BT 169th St & 161st St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 701                                        |
| 226     | Gray Rd BT 161st St & 156th St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1164                                       |
| 226     | Gray Rd BT 161st St & 156th St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 965                                        |
| 239     | Gray Rd BT 156th St & 146th St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1725                                       |
| 239     | Gray Rd BT 156th St & 146th St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1467                                       |

| Zone ID | Zone Name                               | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------|--------------------|------------------------|--------------------------------------------|
| 236     | Howe Rd BT Greenfield Ave & 146th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3000                                       |
| 236     | Howe Rd BT Greenfield Ave & 146th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2995                                       |
| 269     | Howe Rd BT 146th St & 141st St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2107                                       |
| 269     | Howe Rd BT 146th St & 141st St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2520                                       |
| 236     | Howe Rd BT Greenfield Ave & 146th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 237                                        |
| 236     | Howe Rd BT Greenfield Ave & 146th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 809                                        |
| 269     | Howe Rd BT 146th St & 141st St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 362                                        |
| 269     | Howe Rd BT 146th St & 141st St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 522                                        |
| 236     | Howe Rd BT Greenfield Ave & 146th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1271                                       |
| 236     | Howe Rd BT Greenfield Ave & 146th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 809                                        |
| 269     | Howe Rd BT 146th St & 141st St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 777                                        |
| 269     | Howe Rd BT 146th St & 141st St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 893                                        |

| Zone ID | Zone Name                       | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------|--------------------|------------------------|--------------------------------------------|
| 53      | James Rd BT 206th & 196th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 168                                        |
| 53      | James Rd BT 206th & 196th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 195                                        |
| 53      | James Rd BT 206th & 196th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 19                                         |
| 53      | James Rd BT 206th & 196th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 28                                         |
| 53      | James Rd BT 206th & 196th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 66                                         |
| 53      | James Rd BT 206th & 196th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 91                                         |

| Zone ID | Zone Name                                  | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 126     | Lakeview Dr BT Lakeview Dr W & Logan St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2093                                       |
| 126     | Lakeview Dr BT Lakeview Dr W & Logan St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1987                                       |
| 126     | Lakeview Dr BT Lakeview Dr W & Logan St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 178                                        |
| 126     | Lakeview Dr BT Lakeview Dr W & Logan St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 476                                        |
| 126     | Lakeview Dr BT Lakeview Dr W & Logan St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 886                                        |
| 126     | Lakeview Dr BT Lakeview Dr W & Logan St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 572                                        |

| Zone ID | Zone Name                                        | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 20      | Little Chicago Rd BT 216th St & 211th St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1200                                       |
| 20      | Little Chicago Rd BT 216th St & 211th St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1764                                       |
| 61      | Little Chicago Rd BT 211th St & Buttonwood Dr NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5307                                       |
| 61      | Little Chicago Rd BT 211th St & Buttonwood Dr SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 6067                                       |
| 20      | Little Chicago Rd BT 216th St & 211th St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 164                                        |
| 20      | Little Chicago Rd BT 216th St & 211th St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 351                                        |
| 61      | Little Chicago Rd BT 211th St & Buttonwood Dr NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 373                                        |
| 61      | Little Chicago Rd BT 211th St & Buttonwood Dr SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1712                                       |
| 20      | Little Chicago Rd BT 216th St & 211th St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 445                                        |
| 20      | Little Chicago Rd BT 216th St & 211th St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 684                                        |
| 61      | Little Chicago Rd BT 211th St & Buttonwood Dr NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 2178                                       |
| 61      | Little Chicago Rd BT 211th St & Buttonwood Dr SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1566                                       |

| Zone ID | Zone Name                            | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------|--------------------|------------------------|--------------------------------------------|
| 115     | Mallery Rd BT 191st St & 181st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 37                                         |
| 115     | Mallery Rd BT 191st St & 181st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 57                                         |
| 115     | Mallery Rd BT 191st St & 181st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 0                                          |
| 115     | Mallery Rd BT 191st St & 181st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 30                                         |
| 115     | Mallery Rd BT 191st St & 181st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 24                                         |
| 115     | Mallery Rd BT 191st St & 181st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 12                                         |

| Zone ID | Zone Name                                     | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 249     | Marilyn Rd BT Greenfield Ave & Campus Pkwy NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1816                                       |
| 249     | Marilyn Rd BT Greenfield Ave & Campus Pkwy SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1661                                       |
| 266     | Marilyn Rd BT Campus Pkwy & 141st St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2073                                       |
| 266     | Marilyn Rd BT Campus Pkwy & 141st St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1702                                       |
| 272     | Marilyn Rd BT 141st St & 136th St NB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2428                                       |
| 272     | Marilyn Rd BT 141st St & 136th St SB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2548                                       |
| 249     | Marilyn Rd BT Greenfield Ave & Campus Pkwy NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 140                                        |
| 249     | Marilyn Rd BT Greenfield Ave & Campus Pkwy SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 372                                        |
| 266     | Marilyn Rd BT Campus Pkwy & 141st St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 341                                        |
| 266     | Marilyn Rd BT Campus Pkwy & 141st St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 202                                        |
| 272     | Marilyn Rd BT 141st St & 136th St NB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 316                                        |
| 272     | Marilyn Rd BT 141st St & 136th St SB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 520                                        |
| 249     | Marilyn Rd BT Greenfield Ave & Campus Pkwy NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 744                                        |
| 249     | Marilyn Rd BT Greenfield Ave & Campus Pkwy SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 542                                        |
| 266     | Marilyn Rd BT Campus Pkwy & 141st St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 777                                        |
| 266     | Marilyn Rd BT Campus Pkwy & 141st St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 679                                        |
| 272     | Marilyn Rd BT 141st St & 136th St NB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 951                                        |
| 272     | Marilyn Rd BT 141st St & 136th St SB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 961                                        |



| Zone ID | Zone Name                                     | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 179     | Mercantile BT Towne and Country & Pleasant NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4731                                       |
| 179     | Mercantile BT Towne and Country & Pleasant SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4059                                       |
| 179     | Mercantile BT Towne and Country & Pleasant NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 415                                        |
| 179     | Mercantile BT Towne and Country & Pleasant SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 385                                        |
| 179     | Mercantile BT Towne and Country & Pleasant NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1618                                       |
| 179     | Mercantile BT Towne and Country & Pleasant SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1238                                       |

| Zone ID | Zone Name                                     | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 140     | Middletown BT Cyntheanne & Prairie Baptist EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1005                                       |
| 140     | Middletown BT Cyntheanne & Prairie Baptist WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 843                                        |
| 140     | Middletown BT Cyntheanne & Prairie Baptist EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 48                                         |
| 140     | Middletown BT Cyntheanne & Prairie Baptist WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 194                                        |
| 140     | Middletown BT Cyntheanne & Prairie Baptist EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 476                                        |
| 140     | Middletown BT Cyntheanne & Prairie Baptist WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 245                                        |
| 142     | Middletown BT Prairie Baptist & Durbin Rd EB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1015                                       |
| 142     | Middletown BT Prairie Baptist & Durbin Rd WB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 891                                        |
| 142     | Middletown BT Prairie Baptist & Durbin Rd EB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 44                                         |
| 142     | Middletown BT Prairie Baptist & Durbin Rd WB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 249                                        |
| 142     | Middletown BT Prairie Baptist & Durbin Rd EB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 469                                        |
| 142     | Middletown BT Prairie Baptist & Durbin Rd WB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 233                                        |
| 155     | Middletown BT 179th St & Pennington Rd EB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1819                                       |
| 155     | Middletown BT 179th St & Pennington Rd WB     | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1710                                       |
| 155     | Middletown BT 179th St & Pennington Rd EB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 149                                        |
| 155     | Middletown BT 179th St & Pennington Rd WB     | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 459                                        |
| 155     | Middletown BT 179th St & Pennington Rd EB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 785                                        |
| 155     | Middletown BT 179th St & Pennington Rd WB     | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 459                                        |
| 161     | Middletown BT Pennington Rd & SR 38 EB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2084                                       |
| 161     | Middletown BT Pennington Rd & SR 38 WB        | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2123                                       |
| 161     | Middletown BT Pennington Rd & SR 38 EB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 164                                        |
| 161     | Middletown BT Pennington Rd & SR 38 WB        | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 551                                        |
| 161     | Middletown BT Pennington Rd & SR 38 EB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 902                                        |
| 161     | Middletown BT Pennington Rd & SR 38 WB        | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 536                                        |

| Zone ID | Zone Name                                  | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 279     | Mill Creek Rd BT 169th St & Seminole Rd NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 378                                        |
| 279     | Mill Creek Rd BT 169th St & Seminole Rd SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 473                                        |
| 279     | Mill Creek Rd BT 169th St & Seminole Rd NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 35                                         |
| 279     | Mill Creek Rd BT 169th St & Seminole Rd SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 94                                         |
| 279     | Mill Creek Rd BT 169th St & Seminole Rd NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 146                                        |
| 279     | Mill Creek Rd BT 169th St & Seminole Rd SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 163                                        |

| Zone ID | Zone Name                                 | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 144     | 181st St BT Mallery Rd & Deshane Ave EB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 64                                         |
| 144     | 181st St BT Mallery Rd & Deshane Ave WB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 125                                        |
| 145     | 181st St BT Promise Rd & Mallery Rd EB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 112                                        |
| 145     | 181st St BT Promise Rd & Mallery Rd WB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 163                                        |
| 146     | Monument St BT 16th St & Cumberland Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1748                                       |
| 146     | Monument St BT 16th St & Cumberland Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1821                                       |
| 144     | 181st St BT Mallery Rd & Deshane Ave EB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 144     | 181st St BT Mallery Rd & Deshane Ave WB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 26                                         |
| 145     | 181st St BT Promise Rd & Mallery Rd EB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 145     | 181st St BT Promise Rd & Mallery Rd WB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 50                                         |
| 146     | Monument St BT 16th St & Cumberland Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 383                                        |
| 146     | Monument St BT 16th St & Cumberland Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 162                                        |
| 144     | 181st St BT Mallery Rd & Deshane Ave EB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 33                                         |
| 144     | 181st St BT Mallery Rd & Deshane Ave WB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 23                                         |
| 145     | 181st St BT Promise Rd & Mallery Rd EB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 54                                         |
| 145     | 181st St BT Promise Rd & Mallery Rd WB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 30                                         |
| 146     | Monument St BT 16th St & Cumberland Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 553                                        |
| 146     | Monument St BT 16th St & Cumberland Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 690                                        |

| Zone ID | Zone Name                             | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------|--------------------|------------------------|--------------------------------------------|
| 160     | Mystic Rd BT Middletown Rd & SR 38 NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 90                                         |
| 160     | Mystic Rd BT Middletown Rd & SR 38 SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 91                                         |
| 160     | Mystic Rd BT Middletown Rd & SR 38 NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3                                          |
| 160     | Mystic Rd BT Middletown Rd & SR 38 SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 22                                         |
| 160     | Mystic Rd BT Middletown Rd & SR 38 NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 38                                         |
| 160     | Mystic Rd BT Middletown Rd & SR 38 SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 32                                         |

| Zone ID | Zone Name                               | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------|--------------------|------------------------|--------------------------------------------|
| 237     | N Pointe Blvd BT 150th St & 146th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1385                                       |
| 237     | N Pointe Blvd BT 150th St & 146th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1                                          |
| 237     | N Pointe Blvd BT 150th St & 146th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 238                                        |
| 237     | N Pointe Blvd BT 150th St & 146th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 0                                          |
| 237     | N Pointe Blvd BT 150th St & 146th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 487                                        |

| Zone ID | Zone Name                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------|--------------------|------------------------|--------------------------------------------|
| 30      | Olio Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 28                                         |
| 30      | Olio Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 33                                         |
| 62      | Olio Rd BT 206th St & 201st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 34                                         |
| 62      | Olio Rd BT 206th St & 201st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 30                                         |
| 186     | Olio Rd BT SR 38 & 166th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2159                                       |
| 186     | Olio Rd BT SR 38 & 166th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1879                                       |
| 208     | Olio Rd BT 166th St & 156th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2621                                       |
| 208     | Olio Rd BT 166th St & 156th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2389                                       |
| 233     | Olio Rd BT 156th St & 146th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2585                                       |
| 233     | Olio Rd BT 156th St & 146th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2360                                       |
| 260     | Olio Rd BT 146th St & 141st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5199                                       |
| 260     | Olio Rd BT 146th St & 141st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4974                                       |
| 62      | Olio Rd BT 206th St & 201st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 186     | Olio Rd BT SR 38 & 166th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 420                                        |
| 186     | Olio Rd BT SR 38 & 166th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 356                                        |
| 208     | Olio Rd BT 166th St & 156th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 461                                        |
| 208     | Olio Rd BT 166th St & 156th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 459                                        |
| 233     | Olio Rd BT 156th St & 146th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 438                                        |
| 233     | Olio Rd BT 156th St & 146th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 456                                        |
| 260     | Olio Rd BT 146th St & 141st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 871                                        |
| 260     | Olio Rd BT 146th St & 141st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 813                                        |
| 30      | Olio Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 14                                         |
| 30      | Olio Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 16                                         |
| 62      | Olio Rd BT 206th St & 201st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 11                                         |
| 62      | Olio Rd BT 206th St & 201st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 13                                         |
| 186     | Olio Rd BT SR 38 & 166th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 718                                        |
| 186     | Olio Rd BT SR 38 & 166th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 627                                        |
| 208     | Olio Rd BT 166th St & 156th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 909                                        |
| 208     | Olio Rd BT 166th St & 156th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 773                                        |
| 233     | Olio Rd BT 156th St & 146th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 911                                        |
| 233     | Olio Rd BT 156th St & 146th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 757                                        |
| 260     | Olio Rd BT 146th St & 141st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1752                                       |
| 260     | Olio Rd BT 146th St & 141st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1705                                       |

| Zone ID | Zone Name                                  | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 7       | Overdorf Rd BT 221st St & 211th St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 245                                        |
| 7       | Overdorf Rd BT 221st St & 211th St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 251                                        |
| 26      | Overdorf Rd BT 211th St & 206th St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 387                                        |
| 26      | Overdorf Rd BT 211th St & 206th St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 390                                        |
| 58      | Overdorf Rd BT 206th St & Riverwood Ave NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 140                                        |
| 58      | Overdorf Rd BT 206th St & Riverwood Ave SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 135                                        |
| 7       | Overdorf Rd BT 221st St & 211th St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 33                                         |
| 7       | Overdorf Rd BT 221st St & 211th St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 46                                         |
| 26      | Overdorf Rd BT 211th St & 206th St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 24                                         |
| 26      | Overdorf Rd BT 211th St & 206th St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 117                                        |
| 58      | Overdorf Rd BT 206th St & Riverwood Ave NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 12                                         |
| 58      | Overdorf Rd BT 206th St & Riverwood Ave SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 29                                         |
| 7       | Overdorf Rd BT 221st St & 211th St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 86                                         |
| 7       | Overdorf Rd BT 221st St & 211th St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 77                                         |
| 26      | Overdorf Rd BT 211th St & 206th St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 174                                        |
| 26      | Overdorf Rd BT 211th St & 206th St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 89                                         |
| 58      | Overdorf Rd BT 206th St & Riverwood Ave NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 49                                         |
| 58      | Overdorf Rd BT 206th St & Riverwood Ave SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 36                                         |



| Zone ID | Zone Name                            | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------|--------------------|------------------------|--------------------------------------------|
| 153     | Pennington Rd BT SR 32 & 179th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 287                                        |
| 153     | Pennington Rd BT SR 32 & 179th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 477                                        |
| 153     | Pennington Rd BT SR 32 & 179th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 25                                         |
| 153     | Pennington Rd BT SR 32 & 179th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 112                                        |
| 153     | Pennington Rd BT SR 32 & 179th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 123                                        |
| 153     | Pennington Rd BT SR 32 & 179th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 110                                        |

| Zone ID | Zone Name                            | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------|--------------------|------------------------|--------------------------------------------|
| 87      | Pilgrim Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 68                                         |
| 87      | Pilgrim Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 86                                         |
| 87      | Pilgrim Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3                                          |
| 87      | Pilgrim Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 17                                         |
| 87      | Pilgrim Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 38                                         |

| Zone ID | Zone Name                                      | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 162     | Pleasant St BT Presley Dr & Union Chapel Rd EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3717                                       |
| 162     | Pleasant St BT Presley Dr & Union Chapel Rd WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2908                                       |
| 164     | Pleasant St BT 19th St & Clover Rd EB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5285                                       |
| 164     | Pleasant St BT 19th St & Clover Rd WB          | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4868                                       |
| 167     | Pleasant St BT 10th ST & 16th St EB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 5735                                       |
| 167     | Pleasant St BT 10th ST & 16th St WB            | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4440                                       |
| 168     | Pleasant St West of 10th St EB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3377                                       |
| 168     | Pleasant St West of 10th St WB                 | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2316                                       |
| 162     | Pleasant St BT Presley Dr & Union Chapel Rd EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 313                                        |
| 162     | Pleasant St BT Presley Dr & Union Chapel Rd WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 522                                        |
| 164     | Pleasant St BT 19th St & Clover Rd EB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 500                                        |
| 164     | Pleasant St BT 19th St & Clover Rd WB          | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 535                                        |
| 167     | Pleasant St BT 10th ST & 16th St EB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 614                                        |
| 167     | Pleasant St BT 10th ST & 16th St WB            | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 418                                        |
| 168     | Pleasant St West of 10th St EB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 336                                        |
| 168     | Pleasant St West of 10th St WB                 | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 174                                        |
| 162     | Pleasant St BT Presley Dr & Union Chapel Rd EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1408                                       |
| 162     | Pleasant St BT Presley Dr & Union Chapel Rd WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 797                                        |
| 164     | Pleasant St BT 19th St & Clover Rd EB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1683                                       |
| 164     | Pleasant St BT 19th St & Clover Rd WB          | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1464                                       |
| 167     | Pleasant St BT 10th ST & 16th St EB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1768                                       |
| 167     | Pleasant St BT 10th ST & 16th St WB            | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1382                                       |
| 168     | Pleasant St West of 10th St EB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1046                                       |
| 168     | Pleasant St West of 10th St WB                 | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 711                                        |

| Zone ID | Zone Name                                         | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 16      | Prairie Baptist Rd BT 216th St & 211th St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 350                                        |
| 16      | Prairie Baptist Rd BT 216th St & 211th St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 310                                        |
| 32      | Prairie Baptist Rd BT 211th ST & 206th St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 359                                        |
| 32      | Prairie Baptist Rd BT 211th ST & 206th St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 320                                        |
| 63      | Prairie Baptist Rd BT 206th St & 196th St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 443                                        |
| 63      | Prairie Baptist Rd BT 206th St & 196th St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 466                                        |
| 86      | Prairie Baptist Rd BT 196th St & 191st St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 476                                        |
| 86      | Prairie Baptist Rd BT 196th St & 191st St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 473                                        |
| 112     | Prairie Baptist Rd BT 191st St & SR 32 NB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 432                                        |
| 112     | Prairie Baptist Rd BT 191st St & SR 32 SB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 446                                        |
| 141     | Prairie Baptist Rd BT SR 32 & Middletown Rd NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1068                                       |
| 141     | Prairie Baptist Rd BT SR 32 & Middletown Rd SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 918                                        |
| 156     | Prairie Baptist Rd BT Middletown Rd & 176th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1136                                       |
| 156     | Prairie Baptist Rd BT Middletown Rd & 176th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 928                                        |
| 180     | Prairie Baptist Rd BT 176th St & SR 38 NB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1206                                       |
| 180     | Prairie Baptist Rd BT 176th St & SR 38 SB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1007                                       |
| 209     | Prairie Baptist Rd BT SR 38 & 156th St NB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 991                                        |
| 209     | Prairie Baptist Rd BT SR 38 & 156th St SB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 829                                        |
| 280     | Prairie Baptist Rd BT 156th St & 146th St NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 941                                        |
| 280     | Prairie Baptist Rd BT 156th St & 146th St SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 794                                        |
| 16      | Prairie Baptist Rd BT 216th St & 211th St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 80                                         |
| 16      | Prairie Baptist Rd BT 216th St & 211th St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 42                                         |
| 32      | Prairie Baptist Rd BT 211th ST & 206th St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 82                                         |
| 32      | Prairie Baptist Rd BT 211th ST & 206th St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 44                                         |
| 63      | Prairie Baptist Rd BT 206th St & 196th St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 78                                         |
| 63      | Prairie Baptist Rd BT 206th St & 196th St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 84                                         |
| 86      | Prairie Baptist Rd BT 196th St & 191st St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 64                                         |
| 86      | Prairie Baptist Rd BT 196th St & 191st St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 110                                        |
| 112     | Prairie Baptist Rd BT 191st St & SR 32 NB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 66                                         |
| 112     | Prairie Baptist Rd BT 191st St & SR 32 SB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 122                                        |
| 141     | Prairie Baptist Rd BT SR 32 & Middletown Rd NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 128                                        |
| 141     | Prairie Baptist Rd BT SR 32 & Middletown Rd SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 289                                        |
| 156     | Prairie Baptist Rd BT Middletown Rd & 176th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 143                                        |
| 156     | Prairie Baptist Rd BT Middletown Rd & 176th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 267                                        |
| 180     | Prairie Baptist Rd BT 176th St & SR 38 NB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 139                                        |
| 180     | Prairie Baptist Rd BT 176th St & SR 38 SB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 288                                        |
| 209     | Prairie Baptist Rd BT SR 38 & 156th St NB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 88                                         |
| 209     | Prairie Baptist Rd BT SR 38 & 156th St SB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 261                                        |
| 280     | Prairie Baptist Rd BT 156th St & 146th St NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 92                                         |
| 280     | Prairie Baptist Rd BT 156th St & 146th St SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 255                                        |
| 16      | Prairie Baptist Rd BT 216th St & 211th St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 118                                        |
| 16      | Prairie Baptist Rd BT 216th St & 211th St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 116                                        |
| 32      | Prairie Baptist Rd BT 211th ST & 206th St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 122                                        |
| 32      | Prairie Baptist Rd BT 211th ST & 206th St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 120                                        |
| 63      | Prairie Baptist Rd BT 206th St & 196th St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 165                                        |
| 63      | Prairie Baptist Rd BT 206th St & 196th St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 172                                        |
| 86      | Prairie Baptist Rd BT 196th St & 191st St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 196                                        |
| 86      | Prairie Baptist Rd BT 196th St & 191st St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 152                                        |
| 112     | Prairie Baptist Rd BT 191st St & SR 32 NB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 166                                        |
| 112     | Prairie Baptist Rd BT 191st St & SR 32 SB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 155                                        |
| 141     | Prairie Baptist Rd BT SR 32 & Middletown Rd NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 445                                        |
| 141     | Prairie Baptist Rd BT SR 32 & Middletown Rd SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 244                                        |
| 156     | Prairie Baptist Rd BT Middletown Rd & 176th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 481                                        |
| 156     | Prairie Baptist Rd BT Middletown Rd & 176th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 271                                        |
| 180     | Prairie Baptist Rd BT 176th St & SR 38 NB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 516                                        |
| 180     | Prairie Baptist Rd BT 176th St & SR 38 SB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 286                                        |
| 209     | Prairie Baptist Rd BT SR 38 & 156th St NB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 474                                        |
| 209     | Prairie Baptist Rd BT SR 38 & 156th St SB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 222                                        |
| 280     | Prairie Baptist Rd BT 156th St & 146th St NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 447                                        |
| 280     | Prairie Baptist Rd BT 156th St & 146th St SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 213                                        |

| Zone ID | Zone Name                               | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------|--------------------|------------------------|--------------------------------------------|
| 163     | Presley Dr BT Pleasant St & SR 32/38 NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 729                                        |
| 163     | Presley Dr BT Pleasant St & SR 32/38 SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 831                                        |
| 163     | Presley Dr BT Pleasant St & SR 32/38 NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 74                                         |
| 163     | Presley Dr BT Pleasant St & SR 32/38 SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 127                                        |
| 163     | Presley Dr BT Pleasant St & SR 32/38 NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 253                                        |
| 163     | Presley Dr BT Pleasant St & SR 32/38 SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 239                                        |

| Zone ID | Zone Name                            | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------|--------------------|------------------------|--------------------------------------------|
| 68      | Promise Rd BT SR 37 & 196th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1548                                       |
| 68      | Promise Rd BT SR 37 & 196th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1590                                       |
| 90      | Promise Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1737                                       |
| 90      | Promise Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1794                                       |
| 116     | Promise Rd BT 191st St & 186th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2970                                       |
| 116     | Promise Rd BT 191st St & 186th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2791                                       |
| 130     | Promise Rd BT 186th St & 181st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3314                                       |
| 130     | Promise Rd BT 186th St & 181st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3416                                       |
| 151     | Promise Rd BT 181st St & SR 32/38 NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3168                                       |
| 151     | Promise Rd BT 181st St & SR 32/38 SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3312                                       |
| 268     | Promise Rd BT 146th St & 141st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2780                                       |
| 268     | Promise Rd BT 146th St & 141st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2944                                       |
| 68      | Promise Rd BT SR 37 & 196th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 282                                        |
| 68      | Promise Rd BT SR 37 & 196th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 360                                        |
| 90      | Promise Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 287                                        |
| 90      | Promise Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 421                                        |
| 116     | Promise Rd BT 191st St & 186th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 376                                        |
| 116     | Promise Rd BT 191st St & 186th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 663                                        |
| 130     | Promise Rd BT 186th St & 181st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 432                                        |
| 130     | Promise Rd BT 186th St & 181st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 773                                        |
| 151     | Promise Rd BT 181st St & SR 32/38 NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 400                                        |
| 151     | Promise Rd BT 181st St & SR 32/38 SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 787                                        |
| 268     | Promise Rd BT 146th St & 141st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 393                                        |
| 268     | Promise Rd BT 146th St & 141st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 554                                        |
| 68      | Promise Rd BT SR 37 & 196th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 554                                        |
| 68      | Promise Rd BT SR 37 & 196th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 545                                        |
| 90      | Promise Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 644                                        |
| 90      | Promise Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 591                                        |
| 116     | Promise Rd BT 191st St & 186th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1161                                       |
| 116     | Promise Rd BT 191st St & 186th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 909                                        |
| 130     | Promise Rd BT 186th St & 181st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1303                                       |
| 130     | Promise Rd BT 186th St & 181st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1136                                       |
| 151     | Promise Rd BT 181st St & SR 32/38 NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1256                                       |
| 151     | Promise Rd BT 181st St & SR 32/38 SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1055                                       |
| 268     | Promise Rd BT 146th St & 141st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1085                                       |
| 268     | Promise Rd BT 146th St & 141st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1059                                       |

| Zone ID | Zone Name                          | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|------------------------------------|--------------------|------------------------|--------------------------------------------|
| 125     | River Rd BT Logan St & SR 32 NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2005                                       |
| 125     | River Rd BT Logan St & SR 32 SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3028                                       |
| 125     | River Rd BT Logan St & SR 32 NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 283                                        |
| 125     | River Rd BT Logan St & SR 32 SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 417                                        |
| 125     | River Rd BT Logan St & SR 32 NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 634                                        |
| 125     | River Rd BT Logan St & SR 32 SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1024                                       |
| 199     | River Rd BT SR 32 & 160th St NB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2493                                       |
| 199     | River Rd BT SR 32 & 160th St SB    | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2316                                       |
| 199     | River Rd BT SR 32 & 160th St NB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 300                                        |
| 199     | River Rd BT SR 32 & 160th St SB    | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 576                                        |
| 199     | River Rd BT SR 32 & 160th St NB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1050                                       |
| 199     | River Rd BT SR 32 & 160th St SB    | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 603                                        |
| 229     | River Rd BT 160th St & 146th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3605                                       |
| 229     | River Rd BT 160th St & 146th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3636                                       |
| 229     | River Rd BT 160th St & 146th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 394                                        |
| 229     | River Rd BT 160th St & 146th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 740                                        |
| 229     | River Rd BT 160th St & 146th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1543                                       |
| 229     | River Rd BT 160th St & 146th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1104                                       |

| Zone ID | Zone Name                                       | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 8       | Riverwood Ave BT 221st St & 211th St NB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 354                                        |
| 8       | Riverwood Ave BT 221st St & 211th St SB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 342                                        |
| 43      | Riverwood Ave BT 211th St & 206th St NB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 661                                        |
| 43      | Riverwood Ave BT 211th St & 206th St SB         | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 644                                        |
| 56      | Riverwood Ave BT Cumberland Rd & Edith Ave NB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 160                                        |
| 56      | Riverwood Ave BT Cumberland Rd & Edith Ave SB   | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 165                                        |
| 57      | Riverwood Ave BT Overdorf Rd & Cumberland Rd NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 369                                        |
| 57      | Riverwood Ave BT Overdorf Rd & Cumberland Rd SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 306                                        |
| 59      | Riverwood Ave BT 206th St & Overdorf Rd NB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 241                                        |
| 59      | Riverwood Ave BT 206th St & Overdorf Rd SB      | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 163                                        |
| 8       | Riverwood Ave BT 221st St & 211th St NB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 83                                         |
| 8       | Riverwood Ave BT 221st St & 211th St SB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 87                                         |
| 43      | Riverwood Ave BT 211th St & 206th St NB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 140                                        |
| 43      | Riverwood Ave BT 211th St & 206th St SB         | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 158                                        |
| 56      | Riverwood Ave BT Cumberland Rd & Edith Ave NB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 34                                         |
| 56      | Riverwood Ave BT Cumberland Rd & Edith Ave SB   | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 5                                          |
| 57      | Riverwood Ave BT Overdorf Rd & Cumberland Rd NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 31                                         |
| 57      | Riverwood Ave BT Overdorf Rd & Cumberland Rd SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 62                                         |
| 59      | Riverwood Ave BT 206th St & Overdorf Rd NB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 33                                         |
| 59      | Riverwood Ave BT 206th St & Overdorf Rd SB      | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 19                                         |
| 8       | Riverwood Ave BT 221st St & 211th St NB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 108                                        |
| 8       | Riverwood Ave BT 221st St & 211th St SB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 108                                        |
| 43      | Riverwood Ave BT 211th St & 206th St NB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 230                                        |
| 43      | Riverwood Ave BT 211th St & 206th St SB         | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 205                                        |
| 56      | Riverwood Ave BT Cumberland Rd & Edith Ave NB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 41                                         |
| 56      | Riverwood Ave BT Cumberland Rd & Edith Ave SB   | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 73                                         |
| 57      | Riverwood Ave BT Overdorf Rd & Cumberland Rd NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 144                                        |
| 57      | Riverwood Ave BT Overdorf Rd & Cumberland Rd SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 85                                         |
| 59      | Riverwood Ave BT 206th St & Overdorf Rd NB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 84                                         |
| 59      | Riverwood Ave BT 206th St & Overdorf Rd SB      | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 58                                         |



| Zone ID | Zone Name                             | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------|--------------------|------------------------|--------------------------------------------|
| 3       | Schulley Rd BT 221st St & 211th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 774                                        |
| 3       | Schulley Rd BT 221st St & 211th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 757                                        |
| 3       | Schulley Rd BT 221st St & 211th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 44                                         |
| 3       | Schulley Rd BT 221st St & 211th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 164                                        |
| 3       | Schulley Rd BT 221st St & 211th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 305                                        |
| 3       | Schulley Rd BT 221st St & 211th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 190                                        |

| Zone ID | Zone Name                       | Day Type          | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------|-------------------|------------------------|--------------------------------------------|
| 54      | SR 19 BT 206th St & 196th St NB | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 4538                                       |
| 54      | SR 19 BT 206th St & 196th St SB | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 4870                                       |
| 92      | SR 19 BT 196th St & Field Dr NB | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 7617                                       |
| 92      | SR 19 BT 196th St & Field Dr SB | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 6847                                       |
| 147     | SR 19 BT Field Dr & Logan St NB | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 7447                                       |
| 147     | SR 19 BT Field Dr & Logan St SB | 1: Weekday (M-Th) | 0: All Day (12am-12am) | 8229                                       |
| 54      | SR 19 BT 206th St & 196th St NB | 1: Weekday (M-Th) | 2: Peak AM (6am-10am)  | 484                                        |
| 54      | SR 19 BT 206th St & 196th St SB | 1: Weekday (M-Th) | 2: Peak AM (6am-10am)  | 1716                                       |
| 92      | SR 19 BT 196th St & Field Dr NB | 1: Weekday (M-Th) | 2: Peak AM (6am-10am)  | 825                                        |
| 92      | SR 19 BT 196th St & Field Dr SB | 1: Weekday (M-Th) | 2: Peak AM (6am-10am)  | 2235                                       |
| 147     | SR 19 BT Field Dr & Logan St NB | 1: Weekday (M-Th) | 2: Peak AM (6am-10am)  | 931                                        |
| 147     | SR 19 BT Field Dr & Logan St SB | 1: Weekday (M-Th) | 2: Peak AM (6am-10am)  | 2632                                       |
| 54      | SR 19 BT 206th St & 196th St NB | 1: Weekday (M-Th) | 4: Peak PM (3pm-7pm)   | 1928                                       |
| 54      | SR 19 BT 206th St & 196th St SB | 1: Weekday (M-Th) | 4: Peak PM (3pm-7pm)   | 1212                                       |
| 92      | SR 19 BT 196th St & Field Dr NB | 1: Weekday (M-Th) | 4: Peak PM (3pm-7pm)   | 3355                                       |
| 92      | SR 19 BT 196th St & Field Dr SB | 1: Weekday (M-Th) | 4: Peak PM (3pm-7pm)   | 1864                                       |
| 147     | SR 19 BT Field Dr & Logan St NB | 1: Weekday (M-Th) | 4: Peak PM (3pm-7pm)   | 3256                                       |
| 147     | SR 19 BT Field Dr & Logan St SB | 1: Weekday (M-Th) | 4: Peak PM (3pm-7pm)   | 2086                                       |

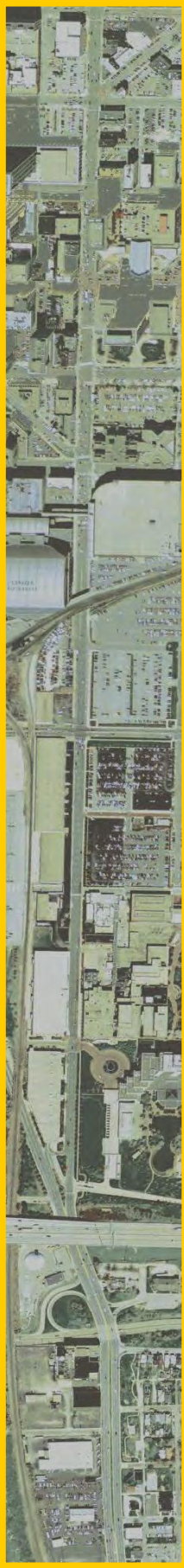
| Zone ID | Zone Name                                 | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 89      | Summer Rd BT 196th St & 191st St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 75                                         |
| 89      | Summer Rd BT 196th St & 191st St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 94                                         |
| 206     | Summer Rd BT 166th St & 156th St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1540                                       |
| 206     | Summer Rd BT 166th St & 156th St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1616                                       |
| 217     | Summer Rd BT 156th St & Greenfield Ave NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1208                                       |
| 217     | Summer Rd BT 156th St & Greenfield Ave SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 1311                                       |
| 89      | Summer Rd BT 196th St & 191st St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 5                                          |
| 89      | Summer Rd BT 196th St & 191st St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 26                                         |
| 206     | Summer Rd BT 166th St & 156th St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 185                                        |
| 206     | Summer Rd BT 166th St & 156th St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 219                                        |
| 217     | Summer Rd BT 156th St & Greenfield Ave NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 98                                         |
| 217     | Summer Rd BT 156th St & Greenfield Ave SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 384                                        |
| 89      | Summer Rd BT 196th St & 191st St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 36                                         |
| 89      | Summer Rd BT 196th St & 191st St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 25                                         |
| 206     | Summer Rd BT 166th St & 156th St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 581                                        |
| 206     | Summer Rd BT 166th St & 156th St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 578                                        |
| 217     | Summer Rd BT 156th St & Greenfield Ave NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 465                                        |
| 217     | Summer Rd BT 156th St & Greenfield Ave SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 340                                        |

| Zone ID | Zone Name                                       | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-------------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 192     | Towne & Country BT Mercantile & Union Chapel EB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2620                                       |
| 192     | Towne & Country BT Mercantile & Union Chapel WB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2134                                       |
| 192     | Towne & Country BT Mercantile & Union Chapel EB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 144                                        |
| 192     | Towne & Country BT Mercantile & Union Chapel WB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 326                                        |
| 192     | Towne & Country BT Mercantile & Union Chapel EB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1005                                       |
| 192     | Towne & Country BT Mercantile & Union Chapel WB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 672                                        |

| Zone ID | Zone Name                                     | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|-----------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 205     | Union Chapel BT 166th St & Greenfield Ave NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4493                                       |
| 205     | Union Chapel BT 166th St & Greenfield Ave SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4500                                       |
| 231     | Union Chapel BT Greenfield Ave & 146th St NB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3052                                       |
| 231     | Union Chapel BT Greenfield Ave & 146th St SB  | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 2839                                       |
| 281     | Union Chapel BT Pleasant & Towne & Country NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 4584                                       |
| 281     | Union Chapel BT Pleasant & Towne & Country SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 3819                                       |
| 205     | Union Chapel BT 166th St & Greenfield Ave NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 605                                        |
| 205     | Union Chapel BT 166th St & Greenfield Ave SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 545                                        |
| 231     | Union Chapel BT Greenfield Ave & 146th St NB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 421                                        |
| 231     | Union Chapel BT Greenfield Ave & 146th St SB  | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 568                                        |
| 281     | Union Chapel BT Pleasant & Towne & Country NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 732                                        |
| 281     | Union Chapel BT Pleasant & Towne & Country SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 583                                        |
| 205     | Union Chapel BT 166th St & Greenfield Ave NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1695                                       |
| 205     | Union Chapel BT 166th St & Greenfield Ave SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1606                                       |
| 231     | Union Chapel BT Greenfield Ave & 146th St NB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1216                                       |
| 231     | Union Chapel BT Greenfield Ave & 146th St SB  | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 968                                        |
| 281     | Union Chapel BT Pleasant & Towne & Country NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1737                                       |
| 281     | Union Chapel BT Pleasant & Towne & Country SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 1387                                       |

| Zone ID | Zone Name                                   | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|---------------------------------------------|--------------------|------------------------|--------------------------------------------|
| 29      | Victory Chapel Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 43                                         |
| 29      | Victory Chapel Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 55                                         |
| 61      | Victory Chapel Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 49                                         |
| 61      | Victory Chapel Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 97                                         |
| 88      | Victory Chapel Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 69                                         |
| 88      | Victory Chapel Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 84                                         |
| 114     | Deshane Ave BT 191st St & 186th St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 356                                        |
| 114     | Deshane Ave BT 191st St & 186th St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 152                                        |
| 131     | Deshane Ave BT 186th St & 181st St NB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 947                                        |
| 131     | Deshane Ave BT 186th St & 181st St SB       | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 751                                        |
| 29      | Victory Chapel Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 29      | Victory Chapel Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 2                                          |
| 61      | Victory Chapel Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 1                                          |
| 61      | Victory Chapel Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 12                                         |
| 88      | Victory Chapel Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 3                                          |
| 88      | Victory Chapel Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 17                                         |
| 114     | Deshane Ave BT 191st St & 186th St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 40                                         |
| 114     | Deshane Ave BT 191st St & 186th St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 53                                         |
| 131     | Deshane Ave BT 186th St & 181st St NB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 55                                         |
| 131     | Deshane Ave BT 186th St & 181st St SB       | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 236                                        |
| 29      | Victory Chapel Rd BT 216th St & 206th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 19                                         |
| 29      | Victory Chapel Rd BT 216th St & 206th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 8                                          |
| 61      | Victory Chapel Rd BT 206th St & 196th St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 18                                         |
| 61      | Victory Chapel Rd BT 206th St & 196th St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 35                                         |
| 88      | Victory Chapel Rd BT 196th St & 191st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 28                                         |
| 88      | Victory Chapel Rd BT 196th St & 191st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 29                                         |
| 114     | Deshane Ave BT 191st St & 186th St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 141                                        |
| 114     | Deshane Ave BT 191st St & 186th St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 43                                         |
| 131     | Deshane Ave BT 186th St & 181st St NB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 456                                        |
| 131     | Deshane Ave BT 186th St & 181st St SB       | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 156                                        |

| Zone ID | Zone Name                            | Day Type           | Day Part               | Average Daily Segment Traffic (StL Volume) |
|---------|--------------------------------------|--------------------|------------------------|--------------------------------------------|
| 170     | Willowview Rd BT SR 32 & 171st St NB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 708                                        |
| 170     | Willowview Rd BT SR 32 & 171st St SB | 1: Weekday (Tu-Th) | 0: All Day (12am-12am) | 765                                        |
| 170     | Willowview Rd BT SR 32 & 171st St NB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 145                                        |
| 170     | Willowview Rd BT SR 32 & 171st St SB | 1: Weekday (Tu-Th) | 1: Peak AM (6am-9am)   | 54                                         |
| 170     | Willowview Rd BT SR 32 & 171st St NB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 192                                        |
| 170     | Willowview Rd BT SR 32 & 171st St SB | 1: Weekday (Tu-Th) | 2: Peak PM (3pm-7pm)   | 287                                        |



# ***APPENDIX C: INTERSECTION CAPACITY OUTPUT SHEET***

***CITY OF NOBLESVILLE***



***MARCH 2024***



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FIGURE 1: STUDY AREA ROADWAY NETWORK

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| 3            | 216th St & Mill Creek Rd            | 10   |
| 4            | 216th St & Hague Rd/Springtown Pike | 14   |
| 5            | 216th St & SR 19                    | 18   |
| 6            | 216th St & SR 37                    | 24   |
| 17           | 211th St & SR 37                    | 28   |
| 18           | 211th St & Riverwood Ave            | 32   |
| 19           | 211th St & Overdorf Rd              | 36   |
| 20           | James Rd & Hague Rd                 | 40   |
| 21           | Carrigan Rd & Harbor Dr/Oakbay Dr   | 44   |
| 22           | 211th St & Schulley Rd              | 52   |
| 23           | 211th St & Mill Creek Rd            | 56   |
| 24           | 211th St & Little Chicago Rd        | 60   |
| 25           | Carrigan Rd & Hague Rd              | 64   |
| 26           | 206th St & Hague Rd                 | 68   |
| 27           | 206th St & James Rd                 | 76   |
| 28           | 206th St & SR 19                    | 80   |
| 29           | 206th St & Edith Rd                 | 86   |
| 30           | 206th St & Cumberland Rd            | 90   |
| 31           | 206th St & Overdorf Rd              | 94   |
| 32           | 206th St & Riverwood Ave            | 98   |
| 33           | 206th St & SR 37                    | 102  |
| 42           | SR 37 & Promise Rd                  | 106  |
| 43           | Riverwood Ave & Overdorf Rd         | 112  |
| 44           | Cumberland Rd & Riverwood Ave       | 116  |
| 45           | Little Chicago Rd & Buttonwood Dr   | 120  |
| 46           | SR 38 & Hinkle Rd                   | 124  |
| 47           | 196th St & Hague Rd                 | 128  |
| 48           | 196th St & James Rd                 | 132  |
| 49           | 196th St & SR 19                    | 136  |
| 50           | Allisonville Rd & Cumberland Rd     | 144  |
| 51           | Allisonville Rd & SR 37             | 148  |
| 52           | 196th St & Promise Rd               | 154  |
| 53           | 196th St & Summer Rd                | 158  |

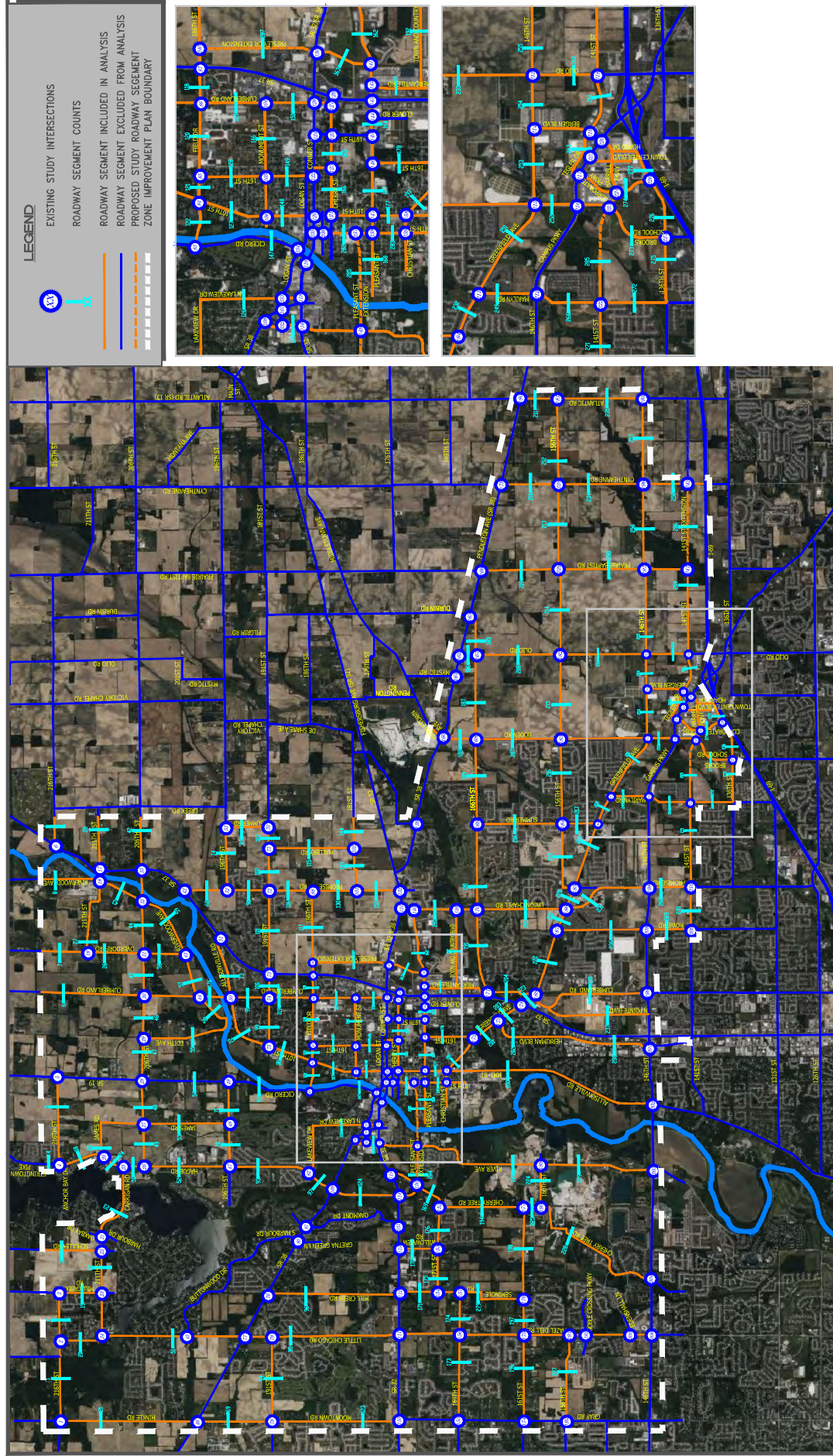
|     |                                        |     |
|-----|----------------------------------------|-----|
| 70  | 191st St & Summer Rd                   | 162 |
| 71  | 191st St & Mallery Rd (115th St)       | 166 |
| 72  | 191st St & Promise Rd                  | 170 |
| 73  | 191st St & SR 37                       | 176 |
| 74  | 191st St & Cumberland Rd               | 180 |
| 75  | 191st St & 10th St                     | 186 |
| 76  | SR 38 & Mill Creek Rd                  | 190 |
| 77  | SR 38 & Little Chicago Rd              | 196 |
| 78  | 191st St & Moontown Rd                 | 202 |
| 79  | 191st St & Little Chicago Rd           | 206 |
| 80  | SR 38 & Harbour Dr                     | 210 |
| 81  | SR 38 & Oakmont Dr                     | 216 |
| 82  | Hague Rd & Lakeview Dr                 | 220 |
| 83  | Cicero Rd & Field Dr                   | 226 |
| 84  | 10th St & Field Dr                     | 232 |
| 85  | Field Dr & 16th St                     | 238 |
| 86  | Field Dr & Cumberland Rd               | 242 |
| 87  | 186th St & SR 37                       | 248 |
| 88  | 186th St & Promise Rd                  | 252 |
| 102 | 181st St & Mallery Rd                  | 258 |
| 103 | 181st St & Promise Rd                  | 262 |
| 104 | Cumberland Rd & Monument St            | 268 |
| 105 | 16th St & Monument St                  | 272 |
| 106 | Monument St & 10th St                  | 276 |
| 107 | Logan St & SR 38                       | 280 |
| 108 | SR 38 & River Ave                      | 284 |
| 109 | Hague Rd & SR 38                       | 290 |
| 110 | SR 32 & Moontown Rd                    | 296 |
| 111 | SR 32 & Little Chicago Rd              | 302 |
| 112 | SR 32 & Mill Creek Rd                  | 308 |
| 113 | SR 32 & Willowview Rd                  | 316 |
| 114 | SR 32 & Hague Rd/Pleasant St Extension | 324 |
| 115 | SR 32 & Cherry Tree Rd                 | 328 |
| 116 | SR 32 & River Ave                      | 332 |
| 117 | SR 32 & SR 38                          | 336 |
| 118 | SR 32 & Lakeview Dr                    | 342 |
| 119 | SR 32 & Cicero Rd                      | 346 |
| 120 | SR 32 & 10th St                        | 352 |
| 121 | Cherry St & 10th St                    | 358 |
| 122 | SR 32 & 16th St                        | 362 |
| 123 | Cherry St & 16th St                    | 366 |
| 124 | Conner St & 19th St                    | 370 |
| 125 | Cherry St & 19th St                    | 374 |

|     |                                            |     |
|-----|--------------------------------------------|-----|
| 126 | Conner St & Cumberland Rd                  | 378 |
| 127 | Cherry St & Cumberland Rd                  | 382 |
| 129 | SR 37 & Cherry St                          | 386 |
| 130 | SR 32 & Presley Dr (Exention)              | 390 |
| 131 | SR 32 & Union Chapel Rd                    | 394 |
| 132 | SR 32 & Promise Rd                         | 398 |
| 139 | SR 38 & De Shane Ave                       | 404 |
| 140 | Pleasant St & Union Chapel Rd              | 408 |
| 141 | Pleasant St & Presley Dr                   | 412 |
| 142 | Pleasant St & Mercantile Rd                | 416 |
| 143 | Pleasant St & SR 37                        | 420 |
| 144 | Pleasant St & Clover Rd                    | 424 |
| 145 | Pleasant St & 19th St                      | 428 |
| 146 | Pleasant St & 16th St                      | 432 |
| 147 | Pleasant St & 10th St                      | 436 |
| 149 | Pleasant St Extension & River Ave          | 440 |
| 150 | Pleasant St Extension & Cherry Tree Rd     | 444 |
| 152 | 171st St & Cherry Tree Rd                  | 448 |
| 153 | 171st St & Willowview Rd                   | 452 |
| 154 | 171st St & Mill Creek Rd                   | 456 |
| 155 | 169th St & Gray Rd                         | 460 |
| 156 | 169th St & Hazel Dell Rd/Little Chicago Rd | 464 |
| 157 | 169th St & Mill Creek Rd                   | 468 |
| 158 | 10th St & Greenfield Ave/Christian Ave     | 472 |
| 159 | Town and Country Blvd & Union Chapel Rd    | 478 |
| 160 | SR 38 & Boden Rd (Middletown Rd)           | 482 |
| 161 | SR 38 & Mystic Rd                          | 486 |
| 162 | SR 38 & Olio Rd                            | 490 |
| 163 | SR 38 & Durbin Rd                          | 496 |
| 166 | SR 38 & Prairie Baptist Rd                 | 502 |
| 167 | 166th St & Olio Rd                         | 508 |
| 168 | 166th St & Boden Rd                        | 514 |
| 169 | 166th St & Summer Rd                       | 520 |
| 170 | 166th St & Union Chapel Rd                 | 526 |
| 171 | 166th St & Mercantile Rd/Cumberland Rd     | 530 |
| 172 | Greenfield Ave & 16th St                   | 536 |
| 173 | Greenfield Ave & Herriman Blvd             | 544 |
| 174 | 161st St & Gray Rd                         | 550 |
| 175 | 161st St & Hazel Dell Rd                   | 556 |
| 176 | 161st St & Seminole Rd                     | 560 |
| 177 | 161st St & Cherry Tree Rd                  | 564 |
| 178 | SR 37 & Greenfield Ave                     | 570 |
| 179 | SR 38 & Cyntheanne Rd                      | 574 |

|     |                                          |     |
|-----|------------------------------------------|-----|
| 180 | SR 38 & Atlantic Rd                      | 580 |
| 181 | Atlantic Rd & 156th St                   | 584 |
| 182 | 156th St & Olio Rd                       | 288 |
| 183 | 156th St & Boden Rd                      | 294 |
| 184 | 156th St & Summer Rd                     | 298 |
| 185 | Promise Rd & Greenfield Ave              | 602 |
| 186 | Greenfield Ave & Union Chapel Rd         | 608 |
| 187 | Greenfield Ave & Howe Rd                 | 614 |
| 188 | Greenfield Ave & Cumberland Rd           | 620 |
| 189 | 160th St & River Ave                     | 626 |
| 190 | 160th St & Cherry Tree Rd                | 632 |
| 191 | 156th St & Hazel Dell Rd                 | 636 |
| 192 | 156th St & Gray Rd                       | 642 |
| 193 | Hazell Dell Rd & Noble Crossing Pkwy     | 646 |
| 194 | Summer Rd & Greenfield Ave               | 650 |
| 195 | 146th St & Atlantic Rd                   | 656 |
| 196 | 146th St & Cyntheanne Rd                 | 660 |
| 197 | 146th St & Prairie Baptist Rd            | 664 |
| 198 | 146th St & Promise Rd                    | 670 |
| 199 | 146th St & Cumberland Rd                 | 676 |
| 201 | 146th St Herriman Blvd                   | 682 |
| 202 | 146th St & Allisonville Rd               | 688 |
| 203 | 146th St & River Ave                     | 692 |
| 204 | 146th St & Cherry Tree Rd                | 698 |
| 205 | Hazel Dell Pkwy St & Edenshall Ln        | 704 |
| 206 | 146th St & Hazel Dell Rd                 | 708 |
| 208 | 146th St & Howe Rd                       | 712 |
| 209 | 141st St & Howe Rd                       | 718 |
| 210 | 141st St & Promise Rd                    | 724 |
| 211 | Greenfield Ave & Marilyn Rd              | 730 |
| 212 | 146th St & Marilyn Rd/Campus Pkwy        | 736 |
| 213 | 146th St/Greenfield Ave & Boden Rd       | 742 |
| 214 | 146th Street & Bergen Blvd               | 748 |
| 215 | 146th Street & Olio Rd                   | 754 |
| 216 | Campus Pkwy & Boden Rd                   | 758 |
| 217 | Campus Pkwy & Corporate Pkwy             | 764 |
| 218 | 141st & Olio Rd                          | 770 |
| 219 | Tegler Dr & Bergen Blvd                  | 776 |
| 220 | Campus Pkwy & Bergen Blvd                | 782 |
| 221 | Campus Pkwy & Town Center Blvd           | 788 |
| 222 | 141st St & Marilyn Rd                    | 794 |
| 223 | 141st St (Extension) & Brooks School Rd  | 798 |
| 224 | 141st St (Harrell Pkwy) & Corporate Pkwy | 804 |

|     |                                |     |
|-----|--------------------------------|-----|
| 226 | 136th St & Corporate Pkwy      | 808 |
| 227 | 136th St & Brooks School Rd    | 812 |
| 228 | 156th St & Cyntheanne Rd       | 816 |
| 229 | 156th St & Prairie Baptist Rd  | 820 |
| 231 | SR 32 & Oakmont Dr             | 826 |
| 232 | Logan St & River Ave           | 832 |
| 233 | Logan St & Lakeview Dr         | 836 |
| 234 | Cicero Rd (SR 19) & Logan St   | 840 |
| 235 | SR 38 & 8th St                 | 846 |
| 236 | 8th St & Maple Ave             | 852 |
| 237 | 8th St & Pleasant St Extension | 856 |
| 238 | 8th St & Pleasant St           | 860 |
| 239 | 8th St & Christian Ave         | 864 |





*CITY OF NOBLESVILLE  
ZONE IMPROVEMENT PLAN  
STUDY AREA ROADWAY NETWORK*



**Transportation & Site Engineering**  
Creating Order Since 1966

Creating Order Since 1966

FIGURE 1

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.9 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 0    | 27   | 0    | 36   | 125  | 0    | 0    | 0    | 13   | 4    | 2    | 6    |
| Future Vol, veh/h   | 0    | 27   | 0    | 36   | 125  | 0    | 0    | 0    | 13   | 4    | 2    | 6    |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow           | 0    | 29   | 0    | 39   | 136  | 0    | 0    | 0    | 14   | 4    | 2    | 7    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 7.3 | 8.1 | 6.9 | 7.2 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 22%   | 33%   |
| Vol Thru, %            | 0%    | 100%  | 78%   | 17%   |
| Vol Right, %           | 100%  | 0%    | 0%    | 50%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 13    | 27    | 161   | 12    |
| LT Vol                 | 0     | 0     | 36    | 4     |
| Through Vol            | 0     | 27    | 125   | 2     |
| RT Vol                 | 13    | 0     | 0     | 6     |
| Lane Flow Rate         | 14    | 29    | 175   | 13    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.015 | 0.034 | 0.198 | 0.015 |
| Departure Headway (Hd) | 3.714 | 4.132 | 4.067 | 4.083 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 944   | 862   | 884   | 861   |
| Service Time           | 1.813 | 2.177 | 2.083 | 2.181 |
| HCM Lane V/C Ratio     | 0.015 | 0.034 | 0.198 | 0.015 |
| HCM Control Delay      | 6.9   | 7.3   | 8.1   | 7.2   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0     | 0.1   | 0.7   | 0     |

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.8 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 1    | 266  | 0    | 23   | 42   | 5    | 0    | 6    | 28   | 7    | 3    | 1    |
| Future Vol, veh/h   | 1    | 266  | 0    | 23   | 42   | 5    | 0    | 6    | 28   | 7    | 3    | 1    |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow           | 1    | 289  | 0    | 25   | 46   | 5    | 0    | 7    | 30   | 8    | 3    | 1    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB |
|----------------------------|-----|-----|-----|----|
| Opposing Approach          | WB  | EB  | SB  | NB |
| Opposing Lanes             | 1   | 1   | 1   | 1  |
| Conflicting Approach Left  | SB  | NB  | EB  | WB |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1  |
| Conflicting Approach Right | NB  | SB  | WB  | EB |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1  |
| HCM Control Delay          | 9.2 | 7.8 | 7.5 | 8  |
| HCM LOS                    | A   | A   | A   | A  |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 33%   | 64%   |
| Vol Thru, %            | 18%   | 100%  | 60%   | 27%   |
| Vol Right, %           | 82%   | 0%    | 7%    | 9%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 34    | 267   | 70    | 11    |
| LT Vol                 | 0     | 1     | 23    | 7     |
| Through Vol            | 6     | 266   | 42    | 3     |
| RT Vol                 | 28    | 0     | 5     | 1     |
| Lane Flow Rate         | 37    | 290   | 76    | 12    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.044 | 0.33  | 0.09  | 0.016 |
| Departure Headway (Hd) | 4.273 | 4.096 | 4.28  | 4.871 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 843   | 874   | 824   | 739   |
| Service Time           | 2.273 | 2.146 | 2.375 | 2.873 |
| HCM Lane V/C Ratio     | 0.044 | 0.332 | 0.092 | 0.016 |
| HCM Control Delay      | 7.5   | 9.2   | 7.8   | 8     |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.1   | 1.4   | 0.3   | 0     |



| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.9 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 0    | 27   | 8    | 38   | 129  | 0    | 19   | 0    | 15   | 6    | 4    | 6    |
| Future Vol, veh/h   | 0    | 27   | 8    | 38   | 129  | 0    | 19   | 0    | 15   | 6    | 4    | 6    |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow           | 0    | 29   | 9    | 41   | 140  | 0    | 21   | 0    | 16   | 7    | 4    | 7    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  | SB  |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  | NB  |
| Opposing Lanes             | 1   | 1   | 1   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1   | 1   | 1   |
| Conflicting Approach Right | NB  | SB  | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1   | 1   | 1   |
| HCM Control Delay          | 7.3 | 8.2 | 7.5 | 7.4 |
| HCM LOS                    | A   | A   | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 56%   | 0%    | 23%   | 38%   |
| Vol Thru, %            | 0%    | 77%   | 77%   | 25%   |
| Vol Right, %           | 44%   | 23%   | 0%    | 38%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 34    | 35    | 167   | 16    |
| LT Vol                 | 19    | 0     | 38    | 6     |
| Through Vol            | 0     | 27    | 129   | 4     |
| RT Vol                 | 15    | 8     | 0     | 6     |
| Lane Flow Rate         | 37    | 38    | 182   | 17    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.044 | 0.043 | 0.208 | 0.021 |
| Departure Headway (Hd) | 4.302 | 4.045 | 4.119 | 4.327 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 837   | 874   | 868   | 832   |
| Service Time           | 2.303 | 2.12  | 2.16  | 2.328 |
| HCM Lane V/C Ratio     | 0.044 | 0.043 | 0.21  | 0.02  |
| HCM Control Delay      | 7.5   | 7.3   | 8.2   | 7.4   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.1   | 0.1   | 0.8   | 0.1   |

| Intersection              |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.2 |
| Intersection LOS          | A   |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 1    | 271  | 47   | 24   | 47   | 8    | 6    | 6    | 31   | 7    | 5    | 1    |
| Future Vol, veh/h   | 1    | 271  | 47   | 24   | 47   | 8    | 6    | 6    | 31   | 7    | 5    | 1    |
| Peak Hour Factor    | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles, %   | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow           | 1    | 295  | 51   | 26   | 51   | 9    | 7    | 7    | 34   | 8    | 5    | 1    |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB | NB  | SB  |
|----------------------------|-----|----|-----|-----|
| Opposing Approach          | WB  | EB | SB  | NB  |
| Opposing Lanes             | 1   | 1  | 1   | 1   |
| Conflicting Approach Left  | SB  | NB | EB  | WB  |
| Conflicting Lanes Left     | 1   | 1  | 1   | 1   |
| Conflicting Approach Right | NB  | SB | WB  | EB  |
| Conflicting Lanes Right    | 1   | 1  | 1   | 1   |
| HCM Control Delay          | 9.7 | 8  | 7.8 | 8.1 |
| HCM LOS                    | A   | A  | A   | A   |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 14%   | 0%    | 30%   | 54%   |
| Vol Thru, %            | 14%   | 85%   | 59%   | 38%   |
| Vol Right, %           | 72%   | 15%   | 10%   | 8%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 43    | 319   | 79    | 13    |
| LT Vol                 | 6     | 1     | 24    | 7     |
| Through Vol            | 6     | 271   | 47    | 5     |
| RT Vol                 | 31    | 47    | 8     | 1     |
| Lane Flow Rate         | 47    | 347   | 86    | 14    |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.058 | 0.389 | 0.106 | 0.02  |
| Departure Headway (Hd) | 4.501 | 4.036 | 4.434 | 5.011 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 799   | 881   | 812   | 718   |
| Service Time           | 2.507 | 2.107 | 2.441 | 3.018 |
| HCM Lane V/C Ratio     | 0.059 | 0.394 | 0.106 | 0.019 |
| HCM Control Delay      | 7.8   | 9.7   | 8     | 8.1   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-tile Q        | 0.2   | 1.9   | 0.4   | 0.1   |

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.7                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 14                                                                                | 48   | 0      | 71                                                                                | 76                                                                                | 9     |
| Future Vol, veh/h        | 14                                                                                | 48   | 0      | 71                                                                                | 76                                                                                | 9     |
| 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         | 92                                                                                | 92   | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 15                                                                                | 52   | 0      | 77                                                                                | 83                                                                                | 10    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 67     | 0                                                                                 | 118                                                                               | 41    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 41                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 77                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1528   | -                                                                                 | 875                                                                               | 1027  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 979                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 943                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1528   | -                                                                                 | 875                                                                               | 1027  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 875                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 979                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 943                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0      |                                                                                   | 9.5                                                                               |       |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             |      | EBT    | EBR                                                                               | WBL                                                                               | WBT   |
| Capacity (veh/h)         | 889                                                                               |      | -      | -                                                                                 | 1528                                                                              | -     |
| HCM Lane V/C Ratio       | 0.104                                                                             |      | -      | -                                                                                 | -                                                                                 | -     |
| HCM Control Delay (s)    | 9.5                                                                               |      | -      | -                                                                                 | 0                                                                                 | -     |
| HCM Lane LOS             | A                                                                                 |      | -      | -                                                                                 | A                                                                                 | -     |
| HCM 95th %tile Q(veh)    | 0.3                                                                               |      | -      | -                                                                                 | 0                                                                                 | -     |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.3                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 107                                                                               | 196  | 7    | 20                                                                                | 37                                                                                | 5    |
| Future Vol, veh/h        | 107                                                                               | 196  | 7    | 20                                                                                | 37                                                                                | 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         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 116                                                                               | 213  | 8    | 22                                                                                | 40                                                                                | 5    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |       |       |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0      | 0      | 329    | 0 | 261   | 223   |
| Stage 1              | -      | -      | -      | - | 223   | -     |
| Stage 2              | -      | -      | -      | - | 38    | -     |
| Critical Hdwy        | -      | -      | 4.13   | - | 6.43  | 6.23  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.43  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.43  | -     |
| Follow-up Hdwy       | -      | -      | 2.227  | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver   | -      | -      | 1225   | - | 726   | 814   |
| Stage 1              | -      | -      | -      | - | 812   | -     |
| Stage 2              | -      | -      | -      | - | 982   | -     |
| Platoon blocked, %   | -      | -      | -      | - | -     | -     |
| Mov Cap-1 Maneuver   | -      | -      | 1225   | - | 721   | 814   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 721   | -     |
| Stage 1              | -      | -      | -      | - | 812   | -     |
| Stage 2              | -      | -      | -      | - | 975   | -     |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 2.1 | 10.3 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 731   | -   | -   | 1225  | -   |
| HCM Lane V/C Ratio    | 0.062 | -   | -   | 0.006 | -   |
| HCM Control Delay (s) | 10.3  | -   | -   | 8     | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 0     | -   |

HCM 6th TWSC  
2: Little Chicago Rd & 216th St

Future AM Peak

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 3.4                                                                               |      |        |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |        |  |  |       |
| Traffic Vol, veh/h       | 16                                                                                | 63   | 0      | 78                                                                                | 78                                                                                | 9     |
| Future Vol, veh/h        | 16                                                                                | 63   | 0      | 78                                                                                | 78                                                                                | 9     |
| 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         | 92                                                                                | 92   | 92     | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3     |
| Mvmt Flow                | 17                                                                                | 68   | 0      | 85                                                                                | 85                                                                                | 10    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 85     | 0                                                                                 | 136                                                                               | 51    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 51                                                                                | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 85                                                                                | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43                                                                              | 6.23  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527                                                                             | 3.327 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1505   | -                                                                                 | 855                                                                               | 1014  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 969                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 936                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1505   | -                                                                                 | 855                                                                               | 1014  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 855                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 969                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 936                                                                               | -     |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0      |                                                                                   | 9.6                                                                               |       |
| HCM LOS                  | A                                                                                 |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 869                                                                               | -    | -      | 1505                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.109                                                                             | -    | -      | -                                                                                 | -                                                                                 |       |
| HCM Control Delay (s)    | 9.6                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | -                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -    | -      | 0                                                                                 | -                                                                                 |       |

HCM 6th TWSC  
2: Little Chicago Rd & 216th St

Future PM Peak

| Intersection             |                                                                                   |      |        |                                                                                   |        |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 1.5                                                                               |      |        |                                                                                   |        |                                                                                   |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL    | NBR                                                                               |
| Lane Configurations      |  |      |        |  |        |  |
| Traffic Vol, veh/h       | 111                                                                               | 212  | 7      | 30                                                                                | 49     | 5                                                                                 |
| Future Vol, veh/h        | 111                                                                               | 212  | 7      | 30                                                                                | 49     | 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         | 92                                                                                | 92   | 92     | 92                                                                                | 92     | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3      | 3                                                                                 | 3      | 3                                                                                 |
| Mvmt Flow                | 121                                                                               | 230  | 8      | 33                                                                                | 53     | 5                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1 |                                                                                   |
| Conflicting Flow All     | 0                                                                                 | 0    | 351    | 0                                                                                 | 285    | 236                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 236    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 49     | -                                                                                 |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.43   | 6.23                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.43   | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.43   | -                                                                                 |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.527  | 3.327                                                                             |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1202   | -                                                                                 | 703    | 801                                                                               |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 801    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 971    | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |        |                                                                                   |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1202   | -                                                                                 | 698    | 801                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 698    | -                                                                                 |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 801    | -                                                                                 |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 964    | -                                                                                 |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB     |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 |      | 1.5    |                                                                                   | 10.6   |                                                                                   |
| HCM LOS                  | B                                                                                 |      |        |                                                                                   |        |                                                                                   |
|                          |                                                                                   |      |        |                                                                                   |        |                                                                                   |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT    |                                                                                   |
| Capacity (veh/h)         | 706                                                                               | -    | -      | 1202                                                                              | -      |                                                                                   |
| HCM Lane V/C Ratio       | 0.083                                                                             | -    | -      | 0.006                                                                             | -      |                                                                                   |
| HCM Control Delay (s)    | 10.6                                                                              | -    | -      | 8                                                                                 | 0      |                                                                                   |
| HCM Lane LOS             | B                                                                                 | -    | -      | A                                                                                 | A      |                                                                                   |
| HCM 95th %tile Q(veh)    | 0.3                                                                               | -    | -      | 0                                                                                 | -      |                                                                                   |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 16                                                                                | 4      | 20    | 46                                                                                | 54                                                                                | 28   |
| Future Vol, veh/h        | 16                                                                                | 4      | 20    | 46                                                                                | 54                                                                                | 28   |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 17                                                                                | 4      | 22    | 50                                                                                | 59                                                                                | 30   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 168                                                                               | 74     | 89    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 74                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 94                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 820                                                                               | 985    | 1500  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 946                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 927                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 808                                                                               | 985    | 1500  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 808                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 932                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 927                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.4                                                                               | 2.3    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1500                                                                              | -      | 838   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.014                                                                             | -      | 0.026 | -                                                                                 | -                                                                                 |      |
| 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         | 4.3                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 78                                                                                | 22     | 18    | 63                                                                                | 65                                                                                | 19   |
| Future Vol, veh/h        | 78                                                                                | 22     | 18    | 63                                                                                | 65                                                                                | 19   |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 85                                                                                | 24     | 20    | 68                                                                                | 71                                                                                | 21   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 190                                                                               | 82     | 92    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 82                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 108                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 797                                                                               | 975    | 1496  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 939                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 914                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 786                                                                               | 975    | 1496  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 786                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 926                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 914                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 10.1                                                                              | 1.7    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1496                                                                              | -      | 821   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.013                                                                             | -      | 0.132 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.4                                                                               | 0      | 10.1  | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | 0.5   | -                                                                                 | -                                                                                 |      |



HCM 6th TWSC  
3: Mill Creek Rd & 216th St

Future AM Peak

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 16                                                                                | 6      | 27    | 57                                                                                | 78                                                                                | 28   |
| Future Vol, veh/h        | 16                                                                                | 6      | 27    | 57                                                                                | 78                                                                                | 28   |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 17                                                                                | 7      | 29    | 62                                                                                | 85                                                                                | 30   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 220                                                                               | 100    | 115   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 100                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 120                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 766                                                                               | 953    | 1468  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 921                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 903                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 751                                                                               | 953    | 1468  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 751                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 903                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 903                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9.7                                                                               | 2.4    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1468                                                                              | -      | 797   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.02                                                                              | -      | 0.03  | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.5                                                                               | 0      | 9.7   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -      | 0.1   | -                                                                                 | -                                                                                 |      |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 4.1                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 78                                                                                | 26     | 28    | 83                                                                                | 81                                                                                | 19   |
| Future Vol, veh/h        | 78                                                                                | 26     | 28    | 83                                                                                | 81                                                                                | 19   |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 85                                                                                | 28     | 30    | 90                                                                                | 88                                                                                | 21   |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 249                                                                               | 99     | 109   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 99                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 150                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 737                                                                               | 954    | 1475  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 922                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 875                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 722                                                                               | 954    | 1475  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 722                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 903                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 875                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 10.5                                                                              | 1.9    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | B                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1475                                                                              | -      | 769   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.021                                                                             | -      | 0.147 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.5                                                                               | 0      | 10.5  | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | B     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -      | 0.5   | -                                                                                 | -                                                                                 |      |

HCM 6th TWSC  
4: Hague Rd/Stringtown Pike & Anchor Bay Dr/216th St

Existing AM Peak  
12/11/2023

| Intersection             |      |                                                                                   |      |      |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |                                                                                     |
|--------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 2.6  |                                                                                   |      |      |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |                                                                                     |
| Movement                 | EBL  | EBT                                                                               | EBR  | WBL  | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |      |  |      |      |  |      |      |  |      |      |  |  |
| Traffic Vol, veh/h       | 0    | 8                                                                                 | 4    | 37   | 1                                                                                 | 7    | 2    | 33                                                                                | 32   | 27   | 170                                                                                 | 0                                                                                   |
| Future Vol, veh/h        | 0    | 8                                                                                 | 4    | 37   | 1                                                                                 | 7    | 2    | 33                                                                                | 32   | 27   | 170                                                                                 | 0                                                                                   |
| 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           | -    | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | 350                                                                                 |
| Veh in Median Storage, # | -    | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -                                                                                   |
| Grade, %                 | -    | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 92   | 92                                                                                | 92   | 92   | 92                                                                                | 92   | 92   | 92                                                                                | 92   | 92   | 92                                                                                  | 92                                                                                  |
| Heavy Vehicles, %        | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 | 3    | 3    | 3                                                                                   | 3                                                                                   |
| Mvmt Flow                | 0    | 9                                                                                 | 4    | 40   | 1                                                                                 | 8    | 2    | 36                                                                                | 35   | 29   | 185                                                                                 | 0                                                                                   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       |       | Major2 |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 305    | 318   | 185    | 308   | 301    | 54    | 185   | 0      | 0 | 71    | 0 | 0 |
| Stage 1              | 243    | 243   | -      | 58    | 58     | -     | -     | -      | - | -     | - | - |
| Stage 2              | 62     | 75    | -      | 250   | 243    | -     | -     | -      | - | -     | - | - |
| Critical Hdwy        | 7.13   | 6.53  | 6.23   | 7.13  | 6.53   | 6.23  | 4.13  | -      | - | 4.13  | - | - |
| Critical Hdwy Stg 1  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -     | -      | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -     | -      | - | -     | - | - |
| Follow-up Hdwy       | 3.527  | 4.027 | 3.327  | 3.527 | 4.027  | 3.327 | 2.227 | -      | - | 2.227 | - | - |
| Pot Cap-1 Maneuver   | 645    | 597   | 855    | 642   | 610    | 1010  | 1384  | -      | - | 1523  | - | - |
| Stage 1              | 758    | 703   | -      | 951   | 845    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 947    | 831   | -      | 752   | 703    | -     | -     | -      | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |       | -      | - | -     | - | - |
| Mov Cap-1 Maneuver   | 628    | 583   | 855    | 620   | 596    | 1010  | 1384  | -      | - | 1523  | - | - |
| Mov Cap-2 Maneuver   | 628    | 583   | -      | 620   | 596    | -     | -     | -      | - | -     | - | - |
| Stage 1              | 756    | 688   | -      | 949   | 843    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 937    | 829   | -      | 723   | 688    | -     | -     | -      | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 10.6 |  | 10.9 |  | 0.2 |  | 1  |  |
| HCM LOS              | B    |  | B    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-----|-----|
| Capacity (veh/h)      | 1384  | -   | -   | 652 659    | 1523  | -   | -   |
| HCM Lane V/C Ratio    | 0.002 | -   | -   | 0.02 0.074 | 0.019 | -   | -   |
| HCM Control Delay (s) | 7.6   | 0   | -   | 10.6 10.9  | 7.4   | 0   | -   |
| HCM Lane LOS          | A     | A   | -   | B B        | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1 0.2    | 0.1   | -   | -   |

HCM 6th TWSC  
4: Hague Rd/Stringtown Pike & Anchor Bay Dr/216th St

Existing PM Peak  
12/11/2023

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    | ↕    |
| Traffic Vol, veh/h       | 0    | 4    | 13   | 51   | 9    | 51   | 21   | 195  | 51   | 25   | 114  | 0    |
| Future Vol, veh/h        | 0    | 4    | 13   | 51   | 9    | 51   | 21   | 195  | 51   | 25   | 114  | 0    |
| 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           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | 350  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow                | 0    | 4    | 14   | 55   | 10   | 55   | 23   | 212  | 55   | 27   | 124  | 0    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 496    | 491   | 124    | 473   | 464    | 240   | 124    | 0 | 0 | 267   | 0 | 0 |
| Stage 1              | 178    | 178   | -      | 286   | 286    | -     | -      | - | - | -     | - | - |
| Stage 2              | 318    | 313   | -      | 187   | 178    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.13   | 6.53  | 6.23   | 7.13  | 6.53   | 6.23  | 4.13   | - | - | 4.13  | - | - |
| Critical Hdwy Stg 1  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.527  | 4.027 | 3.327  | 3.527 | 4.027  | 3.327 | 2.227  | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver   | 483    | 477   | 924    | 500   | 494    | 796   | 1457   | - | - | 1291  | - | - |
| Stage 1              | 821    | 750   | -      | 719   | 673    | -     | -      | - | - | -     | - | - |
| Stage 2              | 691    | 655   | -      | 812   | 750    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 428    | 457   | 924    | 474   | 474    | 796   | 1457   | - | - | 1291  | - | - |
| Mov Cap-2 Maneuver   | 428    | 457   | -      | 474   | 474    | -     | -      | - | - | -     | - | - |
| Stage 1              | 805    | 734   | -      | 705   | 660    | -     | -      | - | - | -     | - | - |
| Stage 2              | 621    | 643   | -      | 777   | 734    | -     | -      | - | - | -     | - | - |

| Approach             | EB |  | WB   |  | NB  |  | SB  |  |
|----------------------|----|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 10 |  | 12.8 |  | 0.6 |  | 1.4 |  |
| HCM LOS              | B  |  | B    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1  | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------------|-------|-----|-----|
| Capacity (veh/h)      | 1457  | -   | -   | 745 582     | 1291  | -   | -   |
| HCM Lane V/C Ratio    | 0.016 | -   | -   | 0.025 0.207 | 0.021 | -   | -   |
| HCM Control Delay (s) | 7.5   | 0   | -   | 10 12.8     | 7.8   | 0   | -   |
| HCM Lane LOS          | A     | A   | -   | B B         | A A   | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1 0.8     | 0.1   | -   | -   |

4: Hague Rd/Stringtown Pike & Anchor Bay Dr/216th St

| Intersection             |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|------------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.6    |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Movement                 | EBL    | EBT                                                                               | EBR    | WBL        | WBT                                                                               | WBR   | NBL    | NBT                                                                               | NBR  | SBL   | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |        |  |        |            |  |       |        |  |      |       |  |  |
| Traffic Vol, veh/h       | 0      | 8                                                                                 | 4      | 41         | 1                                                                                 | 11    | 2      | 36                                                                                | 37   | 83    | 173                                                                                 | 0                                                                                   |
| Future Vol, veh/h        | 0      | 8                                                                                 | 4      | 41         | 1                                                                                 | 11    | 2      | 36                                                                                | 37   | 83    | 173                                                                                 | 0                                                                                   |
| 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           | -      | -                                                                                 | -      | -          | -                                                                                 | -     | -      | -                                                                                 | -    | -     | -                                                                                   | 350                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -                                                                                   |
| Grade, %                 | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 92     | 92                                                                                | 92     | 92         | 92                                                                                | 92    | 92     | 92                                                                                | 92   | 92    | 92                                                                                  | 92                                                                                  |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3      | 3          | 3                                                                                 | 3     | 3      | 3                                                                                 | 3    | 3     | 3                                                                                   | 3                                                                                   |
| Mvmt Flow                | 0      | 9                                                                                 | 4      | 45         | 1                                                                                 | 12    | 2      | 39                                                                                | 40   | 90    | 188                                                                                 | 0                                                                                   |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |            | Major1                                                                            |       | Major2 |                                                                                   |      |       |                                                                                     |                                                                                     |
| Conflicting Flow All     | 438    | 451                                                                               | 188    | 438        | 431                                                                               | 59    | 188    | 0                                                                                 | 0    | 79    | 0                                                                                   | 0                                                                                   |
| Stage 1                  | 368    | 368                                                                               | -      | 63         | 63                                                                                | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 2                  | 70     | 83                                                                                | -      | 375        | 368                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Critical Hdwy            | 7.13   | 6.53                                                                              | 6.23   | 7.13       | 6.53                                                                              | 6.23  | 4.13   | -                                                                                 | -    | 4.13  | -                                                                                   | -                                                                                   |
| Critical Hdwy Stg 1      | 6.13   | 5.53                                                                              | -      | 6.13       | 5.53                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Critical Hdwy Stg 2      | 6.13   | 5.53                                                                              | -      | 6.13       | 5.53                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Follow-up Hdwy           | 3.527  | 4.027                                                                             | 3.327  | 3.527      | 4.027                                                                             | 3.327 | 2.227  | -                                                                                 | -    | 2.227 | -                                                                                   | -                                                                                   |
| Pot Cap-1 Maneuver       | 527    | 502                                                                               | 851    | 527        | 516                                                                               | 1004  | 1380   | -                                                                                 | -    | 1513  | -                                                                                   | -                                                                                   |
| Stage 1                  | 650    | 620                                                                               | -      | 945        | 840                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 2                  | 937    | 824                                                                               | -      | 644        | 620                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Platoon blocked, %       |        |                                                                                   |        |            |                                                                                   |       |        | -                                                                                 | -    |       | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 493    | 468                                                                               | 851    | 490        | 481                                                                               | 1004  | 1380   | -                                                                                 | -    | 1513  | -                                                                                   | -                                                                                   |
| Mov Cap-2 Maneuver       | 493    | 468                                                                               | -      | 490        | 481                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 1                  | 649    | 579                                                                               | -      | 943        | 838                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 2                  | 923    | 822                                                                               | -      | 589        | 579                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Approach                 | EB     |                                                                                   | WB     |            | NB                                                                                |       | SB     |                                                                                   |      |       |                                                                                     |                                                                                     |
| HCM Control Delay, s     | 11.7   |                                                                                   | 12.3   |            | 0.2                                                                               |       | 2.4    |                                                                                   |      |       |                                                                                     |                                                                                     |
| HCM LOS                  | B      |                                                                                   | B      |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NBL    | NBT                                                                               | NBR    | EBLn1WBLn1 | SBL                                                                               | SBT   | SBR    |                                                                                   |      |       |                                                                                     |                                                                                     |
| Capacity (veh/h)         | 1380   | -                                                                                 | -      | 551        | 548                                                                               | 1513  | -      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM Lane V/C Ratio       | 0.002  | -                                                                                 | -      | 0.024      | 0.105                                                                             | 0.06  | -      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM Control Delay (s)    | 7.6    | 0                                                                                 | -      | 11.7       | 12.3                                                                              | 7.5   | 0      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM Lane LOS             | A      | A                                                                                 | -      | B          | B                                                                                 | A     | A      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -      | 0.1        | 0.3                                                                               | 0.2   | -      | -                                                                                 |      |       |                                                                                     |                                                                                     |

HCM 6th TWSC  
4: Hague Rd/Stringtown Pike & Anchor Bay Dr/216th St

Future PM Peak

| Intersection             |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|------------|-----------------------------------------------------------------------------------|-------|--------|-----------------------------------------------------------------------------------|------|-------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.8    |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Movement                 | EBL    | EBT                                                                               | EBR    | WBL        | WBT                                                                               | WBR   | NBL    | NBT                                                                               | NBR  | SBL   | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations      |        |  |        |            |  |       |        |  |      |       |  |  |
| Traffic Vol, veh/h       | 0      | 4                                                                                 | 13     | 56         | 9                                                                                 | 103   | 21     | 203                                                                               | 59   | 45    | 121                                                                                 | 0                                                                                   |
| Future Vol, veh/h        | 0      | 4                                                                                 | 13     | 56         | 9                                                                                 | 103   | 21     | 203                                                                               | 59   | 45    | 121                                                                                 | 0                                                                                   |
| 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           | -      | -                                                                                 | -      | -          | -                                                                                 | -     | -      | -                                                                                 | -    | -     | -                                                                                   | 350                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -                                                                                   |
| Grade, %                 | -      | 0                                                                                 | -      | -          | 0                                                                                 | -     | -      | 0                                                                                 | -    | -     | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 92     | 92                                                                                | 92     | 92         | 92                                                                                | 92    | 92     | 92                                                                                | 92   | 92    | 92                                                                                  | 92                                                                                  |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3      | 3          | 3                                                                                 | 3     | 3      | 3                                                                                 | 3    | 3     | 3                                                                                   | 3                                                                                   |
| Mvmt Flow                | 0      | 4                                                                                 | 14     | 61         | 10                                                                                | 112   | 23     | 221                                                                               | 64   | 49    | 132                                                                                 | 0                                                                                   |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |            | Major1                                                                            |       | Major2 |                                                                                   |      |       |                                                                                     |                                                                                     |
| Conflicting Flow All     | 590    | 561                                                                               | 132    | 538        | 529                                                                               | 253   | 132    | 0                                                                                 | 0    | 285   | 0                                                                                   | 0                                                                                   |
| Stage 1                  | 230    | 230                                                                               | -      | 299        | 299                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 2                  | 360    | 331                                                                               | -      | 239        | 230                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Critical Hdwy            | 7.13   | 6.53                                                                              | 6.23   | 7.13       | 6.53                                                                              | 6.23  | 4.13   | -                                                                                 | -    | 4.13  | -                                                                                   | -                                                                                   |
| Critical Hdwy Stg 1      | 6.13   | 5.53                                                                              | -      | 6.13       | 5.53                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Critical Hdwy Stg 2      | 6.13   | 5.53                                                                              | -      | 6.13       | 5.53                                                                              | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Follow-up Hdwy           | 3.527  | 4.027                                                                             | 3.327  | 3.527      | 4.027                                                                             | 3.327 | 2.227  | -                                                                                 | -    | 2.227 | -                                                                                   | -                                                                                   |
| Pot Cap-1 Maneuver       | 418    | 435                                                                               | 915    | 452        | 454                                                                               | 783   | 1447   | -                                                                                 | -    | 1271  | -                                                                                   | -                                                                                   |
| Stage 1                  | 771    | 712                                                                               | -      | 708        | 664                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 2                  | 656    | 643                                                                               | -      | 762        | 712                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Platoon blocked, %       |        |                                                                                   |        |            |                                                                                   |       |        | -                                                                                 | -    |       | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 336    | 409                                                                               | 915    | 421        | 427                                                                               | 783   | 1447   | -                                                                                 | -    | 1271  | -                                                                                   | -                                                                                   |
| Mov Cap-2 Maneuver       | 336    | 409                                                                               | -      | 421        | 427                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 1                  | 756    | 682                                                                               | -      | 695        | 651                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
| Stage 2                  | 543    | 631                                                                               | -      | 714        | 682                                                                               | -     | -      | -                                                                                 | -    | -     | -                                                                                   | -                                                                                   |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Approach                 | EB     |                                                                                   | WB     |            | NB                                                                                |       | SB     |                                                                                   |      |       |                                                                                     |                                                                                     |
| HCM Control Delay, s     | 10.2   |                                                                                   | 13.9   |            | 0.6                                                                               |       | 2.2    |                                                                                   |      |       |                                                                                     |                                                                                     |
| HCM LOS                  | B      |                                                                                   | B      |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
|                          |        |                                                                                   |        |            |                                                                                   |       |        |                                                                                   |      |       |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NBL    | NBT                                                                               | NBR    | EBLn1WBLn1 | SBL                                                                               | SBT   | SBR    |                                                                                   |      |       |                                                                                     |                                                                                     |
| Capacity (veh/h)         | 1447   | -                                                                                 | -      | 709        | 588                                                                               | 1271  | -      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM Lane V/C Ratio       | 0.016  | -                                                                                 | -      | 0.026      | 0.311                                                                             | 0.038 | -      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM Control Delay (s)    | 7.5    | 0                                                                                 | -      | 10.2       | 13.9                                                                              | 7.9   | 0      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM Lane LOS             | A      | A                                                                                 | -      | B          | B                                                                                 | A     | A      | -                                                                                 |      |       |                                                                                     |                                                                                     |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -      | 0.1        | 1.3                                                                               | 0.1   | -      | -                                                                                 |      |       |                                                                                     |                                                                                     |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.8                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 103                                                                               | 52   | 11   | 101                                                                               | 549                                                                               | 44   |
| Future Vol, veh/h        | 103                                                                               | 52   | 11   | 101                                                                               | 549                                                                               | 44   |
| 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         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 112                                                                               | 57   | 12   | 110                                                                               | 597                                                                               | 48   |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 755    | 621    | 645    | 0 | - | 0 |
| Stage 1              | 621    | -      | -      | - | - | - |
| Stage 2              | 134    | -      | -      | - | - | - |
| Critical Hdwy        | 6.43   | 6.23   | 4.13   | - | - | - |
| Critical Hdwy Stg 1  | 5.43   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.43   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3.527  | 3.327  | 2.227  | - | - | - |
| Pot Cap-1 Maneuver   | 375    | 486    | 935    | - | - | - |
| Stage 1              | 534    | -      | -      | - | - | - |
| Stage 2              | 890    | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 370    | 486    | 935    | - | - | - |
| Mov Cap-2 Maneuver   | 370    | -      | -      | - | - | - |
| Stage 1              | 527    | -      | -      | - | - | - |
| Stage 2              | 890    | -      | -      | - | - | - |

| Approach             | EB   | NB  | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 20.3 | 0.9 | 0  |
| HCM LOS              | C    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 935   | -   | 402   | -   | -   |
| HCM Lane V/C Ratio    | 0.013 | -   | 0.419 | -   | -   |
| HCM Control Delay (s) | 8.9   | 0   | 20.3  | -   | -   |
| HCM Lane LOS          | A     | A   | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 2     | -   | -   |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.1                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 59                                                                                | 44     | 91    | 558                                                                               | 248                                                                               | 88   |
| Future Vol, veh/h        | 59                                                                                | 44     | 91    | 558                                                                               | 248                                                                               | 88   |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 64                                                                                | 48     | 99    | 607                                                                               | 270                                                                               | 96   |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1123                                                                              | 318    | 366   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 318                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 805                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 226                                                                               | 720    | 1187  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 735                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 438                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 198                                                                               | 720    | 1187  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 198                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 642                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 438                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 25.3                                                                              | 1.2    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | D                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1187                                                                              | -      | 287   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.083                                                                             | -      | 0.39  | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 8.3                                                                               | 0      | 25.3  | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | D     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.3                                                                               | -      | 1.8   | -                                                                                 | -                                                                                 |      |



HCM 6th TWSC  
5: Cicero Rd/SR 19 & 216th St

Future AM Peak

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 8.5                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 108                                                                               | 108  | 15   | 132                                                                               | 722                                                                               | 48   |
| Future Vol, veh/h        | 108                                                                               | 108  | 15   | 132                                                                               | 722                                                                               | 48   |
| 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         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3    | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 117                                                                               | 117  | 16   | 143                                                                               | 785                                                                               | 52   |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 986    | 811    | 837    | 0 | - | 0 |
| Stage 1              | 811    | -      | -      | - | - | - |
| Stage 2              | 175    | -      | -      | - | - | - |
| Critical Hdwy        | 6.43   | 6.23   | 4.13   | - | - | - |
| Critical Hdwy Stg 1  | 5.43   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.43   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3.527  | 3.327  | 2.227  | - | - | - |
| Pot Cap-1 Maneuver   | 274    | 378    | 793    | - | - | - |
| Stage 1              | 435    | -      | -      | - | - | - |
| Stage 2              | 853    | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 268    | 378    | 793    | - | - | - |
| Mov Cap-2 Maneuver   | 268    | -      | -      | - | - | - |
| Stage 1              | 425    | -      | -      | - | - | - |
| Stage 2              | 853    | -      | -      | - | - | - |

| Approach             | EB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 43.8 | 1  | 0  |
| HCM LOS              | E    |    |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 793   | -   | 314   | -   | -   |
| HCM Lane V/C Ratio    | 0.021 | -   | 0.748 | -   | -   |
| HCM Control Delay (s) | 9.6   | 0   | 43.8  | -   | -   |
| HCM Lane LOS          | A     | A   | E     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 5.7   | -   | -   |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 7.7                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 67                                                                                | 64     | 143   | 701                                                                               | 309                                                                               | 93   |
| Future Vol, veh/h        | 67                                                                                | 64     | 143   | 701                                                                               | 309                                                                               | 93   |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 73                                                                                | 70     | 155   | 762                                                                               | 336                                                                               | 101  |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 1459                                                                              | 387    | 437   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 387                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 1072                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 142                                                                               | 659    | 1117  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 684                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 327                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 108                                                                               | 659    | 1117  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 108                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 519                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 327                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 71.6                                                                              | 1.5    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | F                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1117                                                                              | -      | 183   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.139                                                                             | -      | 0.778 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 8.7                                                                               | 0      | 71.6  | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | F     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.5                                                                               | -      | 5.2   | -                                                                                 | -                                                                                 |      |

|                             |       |       |       |
|-----------------------------|-------|-------|-------|
| Intersection                |       |       |       |
| Intersection Delay, s/veh   | 10.0  |       |       |
| Intersection LOS            | B     |       |       |
| Approach                    | EB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 234   | 159   | 837   |
| Demand Flow Rate, veh/h     | 242   | 163   | 863   |
| Vehicles Circulating, veh/h | 809   | 121   | 16    |
| Vehicles Exiting, veh/h     | 70    | 930   | 268   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 12.2  | 4.2   | 10.5  |
| Approach LOS                | B     | A     | B     |
| Lane                        | Left  | Left  | Left  |
| Designated Moves            | LR    | LT    | TR    |
| Assumed Moves               | LR    | LT    | TR    |
| RT Channelized              |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 242   | 163   | 863   |
| Cap Entry Lane, veh/h       | 605   | 1220  | 1358  |
| Entry HV Adj Factor         | 0.967 | 0.974 | 0.970 |
| Flow Entry, veh/h           | 234   | 159   | 837   |
| Cap Entry, veh/h            | 585   | 1188  | 1317  |
| V/C Ratio                   | 0.400 | 0.134 | 0.636 |
| Control Delay, s/veh        | 12.2  | 4.2   | 10.5  |
| LOS                         | B     | A     | B     |
| 95th %tile Queue, veh       | 2     | 0     | 5     |

|                             |       |       |       |
|-----------------------------|-------|-------|-------|
| Intersection                |       |       |       |
| Intersection Delay, s/veh   | 11.3  |       |       |
| Intersection LOS            | B     |       |       |
| Approach                    | EB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 143   | 917   | 437   |
| Demand Flow Rate, veh/h     | 147   | 945   | 450   |
| Vehicles Circulating, veh/h | 346   | 75    | 160   |
| Vehicles Exiting, veh/h     | 264   | 418   | 860   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 5.3   | 14.3  | 7.0   |
| Approach LOS                | A     | B     | A     |
| Lane                        | Left  | Left  | Left  |
| Designated Moves            | LR    | LT    | TR    |
| Assumed Moves               | LR    | LT    | TR    |
| RT Channelized              |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 147   | 945   | 450   |
| Cap Entry Lane, veh/h       | 970   | 1278  | 1172  |
| Entry HV Adj Factor         | 0.973 | 0.971 | 0.971 |
| Flow Entry, veh/h           | 143   | 917   | 437   |
| Cap Entry, veh/h            | 943   | 1241  | 1138  |
| V/C Ratio                   | 0.152 | 0.739 | 0.384 |
| Control Delay, s/veh        | 5.3   | 14.3  | 7.0   |
| LOS                         | A     | B     | A     |
| 95th %tile Queue, veh       | 1     | 7     | 2     |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 242  | 3    | 7    | 648  | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 242  | 3    | 7    | 648  | 0    |
| 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         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow                | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 263  | 3    | 8    | 704  | 0    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 985    | 986   | 704    | 985   | 985    | 265   | 704    | 0 | 0 | 266   | 0 | 0 |
| Stage 1              | 720    | 720   | -      | 265   | 265    | -     | -      | - | - | -     | - | - |
| Stage 2              | 265    | 266   | -      | 720   | 720    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.13   | 6.53  | 6.23   | 7.13  | 6.53   | 6.23  | 4.13   | - | - | 4.13  | - | - |
| Critical Hdwy Stg 1  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.527  | 4.027 | 3.327  | 3.527 | 4.027  | 3.327 | 2.227  | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver   | 226    | 247   | 435    | 226   | 247    | 771   | 889    | - | - | 1292  | - | - |
| Stage 1              | 418    | 431   | -      | 738   | 688    | -     | -      | - | - | -     | - | - |
| Stage 2              | 738    | 687   | -      | 418   | 431    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 224    | 245   | 435    | 224   | 245    | 771   | 889    | - | - | 1292  | - | - |
| Mov Cap-2 Maneuver   | 224    | 245   | -      | 224   | 245    | -     | -      | - | - | -     | - | - |
| Stage 1              | 418    | 427   | -      | 738   | 688    | -     | -      | - | - | -     | - | - |
| Stage 2              | 738    | 687   | -      | 414   | 427    | -     | -      | - | - | -     | - | - |

| Approach             | EB | WB   | NE | SW  |
|----------------------|----|------|----|-----|
| HCM Control Delay, s | 0  | 21.2 | 0  | 0.1 |
| HCM LOS              | A  | C    |    |     |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1WBLn1 | SWL   | SWT   | SWR |
|-----------------------|-----|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 889 | -   | -   | -          | 224   | 1292  | -   |
| HCM Lane V/C Ratio    | -   | -   | -   | -          | 0.005 | 0.006 | -   |
| HCM Control Delay (s) | 0   | -   | -   | 0          | 21.2  | 7.8   | 0   |
| HCM Lane LOS          | A   | -   | -   | A          | C     | A     | A   |
| HCM 95th %tile Q(veh) | 0   | -   | -   | -          | 0     | 0     | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 13   | 0    | 6    | 0    | 745  | 12   | 5    | 381  | 0    |
| Future Vol, veh/h        | 0    | 0    | 0    | 13   | 0    | 6    | 0    | 745  | 12   | 5    | 381  | 0    |
| 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         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow                | 0    | 0    | 0    | 14   | 0    | 7    | 0    | 810  | 13   | 5    | 414  | 0    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1244   | 1247  | 414    | 1241  | 1241   | 817   | 414    | 0 | 0 | 823   | 0 | 0 |
| Stage 1              | 424    | 424   | -      | 817   | 817    | -     | -      | - | - | -     | - | - |
| Stage 2              | 820    | 823   | -      | 424   | 424    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.13   | 6.53  | 6.23   | 7.13  | 6.53   | 6.23  | 4.13   | - | - | 4.13  | - | - |
| Critical Hdwy Stg 1  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.13   | 5.53  | -      | 6.13  | 5.53   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.527  | 4.027 | 3.327  | 3.527 | 4.027  | 3.327 | 2.227  | - | - | 2.227 | - | - |
| Pot Cap-1 Maneuver   | 150    | 173   | 636    | 151   | 174    | 375   | 1140   | - | - | 802   | - | - |
| Stage 1              | 606    | 585   | -      | 369   | 389    | -     | -      | - | - | -     | - | - |
| Stage 2              | 368    | 386   | -      | 606   | 585    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 147    | 172   | 636    | 150   | 173    | 375   | 1140   | - | - | 802   | - | - |
| Mov Cap-2 Maneuver   | 147    | 172   | -      | 150   | 173    | -     | -      | - | - | -     | - | - |
| Stage 1              | 606    | 580   | -      | 369   | 389    | -     | -      | - | - | -     | - | - |
| Stage 2              | 362    | 386   | -      | 601   | 580    | -     | -      | - | - | -     | - | - |

| Approach             | EB | WB   | NE | SW  |
|----------------------|----|------|----|-----|
| HCM Control Delay, s | 0  | 26.9 | 0  | 0.1 |
| HCM LOS              | A  | D    |    |     |

| Minor Lane/Major Mvmt | NEL  | NET | NER | EBLn1WBLn1 | SWL   | SWT   | SWR |
|-----------------------|------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 1140 | -   | -   | -          | 185   | 802   | -   |
| HCM Lane V/C Ratio    | -    | -   | -   | -          | 0.112 | 0.007 | -   |
| HCM Control Delay (s) | 0    | -   | -   | 0          | 26.9  | 9.5   | 0   |
| HCM Lane LOS          | A    | -   | -   | A          | D     | A     | A   |
| HCM 95th %tile Q(veh) | 0    | -   | -   | -          | 0.4   | 0     | -   |

| Intersection             |        |                                                                                   |        |       |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|--------|-------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0      |                                                                                   |        |       |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR    | WBL   | WBT                                                                               | WBR    | NEL   | NET                                                                               | NER    | SWL   | SWT                                                                                 | SWR  |
| Lane Configurations      |        |  |        |       |  |        |       |  |        |       |  |      |
| Traffic Vol, veh/h       | 0      | 0                                                                                 | 0      | 1     | 0                                                                                 | 0      | 0     | 285                                                                               | 5      | 0     | 843                                                                                 | 0    |
| Future Vol, veh/h        | 0      | 0                                                                                 | 0      | 1     | 0                                                                                 | 0      | 0     | 285                                                                               | 5      | 0     | 843                                                                                 | 0    |
| 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         | 92     | 92                                                                                | 92     | 92    | 92                                                                                | 92     | 92    | 92                                                                                | 92     | 92    | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3      | 3     | 3                                                                                 | 3      | 3     | 3                                                                                 | 3      | 3     | 3                                                                                   | 3    |
| Mvmt Flow                | 0      | 0                                                                                 | 0      | 1     | 0                                                                                 | 0      | 0     | 310                                                                               | 5      | 0     | 916                                                                                 | 0    |
|                          |        |                                                                                   |        |       |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Major/Minor              | Minor2 |                                                                                   | Minor1 |       |                                                                                   | Major1 |       |                                                                                   | Major2 |       |                                                                                     |      |
| Conflicting Flow All     | 1229   | 1231                                                                              | 916    | 1229  | 1229                                                                              | 313    | 916   | 0                                                                                 | 0      | 315   | 0                                                                                   | 0    |
| Stage 1                  | 916    | 916                                                                               | -      | 313   | 313                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 313    | 315                                                                               | -      | 916   | 916                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Critical Hdwy            | 7.13   | 6.53                                                                              | 6.23   | 7.13  | 6.53                                                                              | 6.23   | 4.13  | -                                                                                 | -      | 4.13  | -                                                                                   | -    |
| Critical Hdwy Stg 1      | 6.13   | 5.53                                                                              | -      | 6.13  | 5.53                                                                              | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Critical Hdwy Stg 2      | 6.13   | 5.53                                                                              | -      | 6.13  | 5.53                                                                              | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Follow-up Hdwy           | 3.527  | 4.027                                                                             | 3.327  | 3.527 | 4.027                                                                             | 3.327  | 2.227 | -                                                                                 | -      | 2.227 | -                                                                                   | -    |
| Pot Cap-1 Maneuver       | 154    | 177                                                                               | 329    | 154   | 177                                                                               | 725    | 740   | -                                                                                 | -      | 1240  | -                                                                                   | -    |
| Stage 1                  | 325    | 350                                                                               | -      | 696   | 655                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 696    | 654                                                                               | -      | 325   | 350                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Platoon blocked, %       |        |                                                                                   |        |       |                                                                                   |        |       | -                                                                                 | -      |       | -                                                                                   | -    |
| Mov Cap-1 Maneuver       | 154    | 177                                                                               | 329    | 154   | 177                                                                               | 725    | 740   | -                                                                                 | -      | 1240  | -                                                                                   | -    |
| Mov Cap-2 Maneuver       | 154    | 177                                                                               | -      | 154   | 177                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 1                  | 325    | 350                                                                               | -      | 696   | 655                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
| Stage 2                  | 696    | 654                                                                               | -      | 325   | 350                                                                               | -      | -     | -                                                                                 | -      | -     | -                                                                                   | -    |
|                          |        |                                                                                   |        |       |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
|                          |        |                                                                                   |        |       |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Approach                 | EB     |                                                                                   | WB     |       |                                                                                   | NE     |       |                                                                                   | SW     |       |                                                                                     |      |
| HCM Control Delay, s     | 0      |                                                                                   | 28.5   |       |                                                                                   | 0      |       |                                                                                   | 0      |       |                                                                                     |      |
| HCM LOS                  | A      |                                                                                   | D      |       |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
|                          |        |                                                                                   |        |       |                                                                                   |        |       |                                                                                   |        |       |                                                                                     |      |
| Minor Lane/Major Mvmt    | NEL    | NET                                                                               | NER    | EBLn1 | WBLn1                                                                             | SWL    | SWT   | SWR                                                                               |        |       |                                                                                     |      |
| Capacity (veh/h)         | 740    | -                                                                                 | -      | -     | 154                                                                               | 1240   | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM Lane V/C Ratio       | -      | -                                                                                 | -      | -     | 0.007                                                                             | -      | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM Control Delay (s)    | 0      | -                                                                                 | -      | 0     | 28.5                                                                              | 0      | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM Lane LOS             | A      | -                                                                                 | -      | A     | D                                                                                 | A      | -     | -                                                                                 |        |       |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -      | -     | 0                                                                                 | 0      | -     | -                                                                                 |        |       |                                                                                     |      |

| Intersection             |        |       |        |       |       |        |       |      |        |       |      |      |
|--------------------------|--------|-------|--------|-------|-------|--------|-------|------|--------|-------|------|------|
| Int Delay, s/veh         | 0.8    |       |        |       |       |        |       |      |        |       |      |      |
| Movement                 | EBL    | EBT   | EBR    | WBL   | WBT   | WBR    | NEL   | NET  | NER    | SWL   | SWT  | SWR  |
| Lane Configurations      |        | ↕     |        |       | ↕     |        |       | ↕    |        |       | ↕    |      |
| Traffic Vol, veh/h       | 0      | 0     | 0      | 17    | 0     | 6      | 0     | 929  | 16     | 5     | 456  | 0    |
| Future Vol, veh/h        | 0      | 0     | 0      | 17    | 0     | 6      | 0     | 929  | 16     | 5     | 456  | 0    |
| 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         | 92     | 92    | 92     | 92    | 92    | 92     | 92    | 92   | 92     | 92    | 92   | 92   |
| Heavy Vehicles, %        | 3      | 3     | 3      | 3     | 3     | 3      | 3     | 3    | 3      | 3     | 3    | 3    |
| Mvmt Flow                | 0      | 0     | 0      | 18    | 0     | 7      | 0     | 1010 | 17     | 5     | 496  | 0    |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |
| Major/Minor              | Minor2 |       | Minor1 |       |       | Major1 |       |      | Major2 |       |      |      |
| Conflicting Flow All     | 1528   | 1533  | 496    | 1525  | 1525  | 1019   | 496   | 0    | 0      | 1027  | 0    | 0    |
| Stage 1                  | 506    | 506   | -      | 1019  | 1019  | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 1022   | 1027  | -      | 506   | 506   | -      | -     | -    | -      | -     | -    | -    |
| Critical Hdwy            | 7.13   | 6.53  | 6.23   | 7.13  | 6.53  | 6.23   | 4.13  | -    | -      | 4.13  | -    | -    |
| Critical Hdwy Stg 1      | 6.13   | 5.53  | -      | 6.13  | 5.53  | -      | -     | -    | -      | -     | -    | -    |
| Critical Hdwy Stg 2      | 6.13   | 5.53  | -      | 6.13  | 5.53  | -      | -     | -    | -      | -     | -    | -    |
| Follow-up Hdwy           | 3.527  | 4.027 | 3.327  | 3.527 | 4.027 | 3.327  | 2.227 | -    | -      | 2.227 | -    | -    |
| Pot Cap-1 Maneuver       | 95     | 116   | 572    | 96    | 117   | 286    | 1063  | -    | -      | 672   | -    | -    |
| Stage 1                  | 547    | 538   | -      | 285   | 313   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 283    | 310   | -      | 547   | 538   | -      | -     | -    | -      | -     | -    | -    |
| Platoon blocked, %       |        |       |        |       |       |        |       | -    | -      |       | -    | -    |
| Mov Cap-1 Maneuver       | 92     | 115   | 572    | 95    | 116   | 286    | 1063  | -    | -      | 672   | -    | -    |
| Mov Cap-2 Maneuver       | 92     | 115   | -      | 95    | 116   | -      | -     | -    | -      | -     | -    | -    |
| Stage 1                  | 547    | 533   | -      | 285   | 313   | -      | -     | -    | -      | -     | -    | -    |
| Stage 2                  | 277    | 310   | -      | 542   | 533   | -      | -     | -    | -      | -     | -    | -    |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |
| Approach                 | EB     |       | WB     |       |       | NE     |       |      | SW     |       |      |      |
| HCM Control Delay, s     | 0      |       | 44.8   |       |       | 0      |       |      | 0.1    |       |      |      |
| HCM LOS                  | A      |       | E      |       |       |        |       |      |        |       |      |      |
|                          |        |       |        |       |       |        |       |      |        |       |      |      |
| Minor Lane/Major Mvmt    | NEL    | NET   | NER    | EBLn1 | WBLn1 | SWL    | SWT   | SWR  |        |       |      |      |
| Capacity (veh/h)         | 1063   | -     | -      | -     | 115   | 672    | -     | -    |        |       |      |      |
| HCM Lane V/C Ratio       | -      | -     | -      | -     | 0.217 | 0.008  | -     | -    |        |       |      |      |
| HCM Control Delay (s)    | 0      | -     | -      | 0     | 44.8  | 10.4   | 0     | -    |        |       |      |      |
| HCM Lane LOS             | A      | -     | -      | A     | E     | B      | A     | -    |        |       |      |      |
| HCM 95th %tile Q(veh)    | 0      | -     | -      | -     | 0.8   | 0      | -     | -    |        |       |      |      |



| Intersection             |                                                                                   |      |                                                                                   |      |      |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |      |                                                                                   |      |      |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0    | 246                                                                               | 0    | 0    | 661                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0    | 246                                                                               | 0    | 0    | 661                                                                               |
| 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         | 92                                                                                | 92   | 92                                                                                | 92   | 92   | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3    | 3                                                                                 | 3    | 3    | 3                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0    | 267                                                                               | 0    | 0    | 718                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 985    | 267    | 0      |
| Stage 1              | 267    | -      | -      |
| Stage 2              | 718    | -      | -      |
| Critical Hdwy        | 6.43   | 6.23   | -      |
| Critical Hdwy Stg 1  | 5.43   | -      | -      |
| Critical Hdwy Stg 2  | 5.43   | -      | -      |
| Follow-up Hdwy       | 3.527  | 3.327  | -      |
| Pot Cap-1 Maneuver   | 274    | 769    | -      |
| Stage 1              | 775    | -      | -      |
| Stage 2              | 481    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 274    | 769    | -      |
| Mov Cap-2 Maneuver   | 274    | -      | -      |
| Stage 1              | 775    | -      | -      |
| Stage 2              | 481    | -      | -      |

| Approach             | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0  | 0  | 0  |
| HCM LOS              | A  |    |    |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT  |
|-----------------------|-----|----------|-----|------|
| Capacity (veh/h)      | -   | -        | -   | 1291 |
| HCM Lane V/C Ratio    | -   | -        | -   | -    |
| HCM Control Delay (s) | -   | -        | 0   | 0    |
| HCM Lane LOS          | -   | -        | A   | A    |
| HCM 95th %tile Q(veh) | -   | -        | -   | 0    |

| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0        | 789                                                                               | 0    | 0     | 400                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0        | 789                                                                               | 0    | 0     | 400                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0        | 858                                                                               | 0    | 0     | 435                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 1293                                                                              | 858      | 0                                                                                 | 0    | 858   | 0                                                                                 |
| Stage 1                  | 858                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 435                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 179                                                                               | 355      | -                                                                                 | -    | 779   | -                                                                                 |
| Stage 1                  | 414                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 650                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 179                                                                               | 355      | -                                                                                 | -    | 779   | -                                                                                 |
| Mov Cap-2 Maneuver       | 179                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 414                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 650                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | -                                                                                 | 779  | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | -                                                                                 | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 0                                                                                 | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | -                                                                                 | 0    | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0        | 300                                                                               | 0      | 0     | 893                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0        | 300                                                                               | 0      | 0     | 893                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92     | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3      | 3     | 3                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0        | 326                                                                               | 0      | 0     | 971                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 1297                                                                              | 326      | 0                                                                                 | 0      | 326   | 0                                                                                 |
| Stage 1                  | 326                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 971                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -      | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -      | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 178                                                                               | 713      | -                                                                                 | -      | 1228  | -                                                                                 |
| Stage 1                  | 729                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 366                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 178                                                                               | 713      | -                                                                                 | -      | 1228  | -                                                                                 |
| Mov Cap-2 Maneuver       | 178                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 729                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 366                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 | 0        |                                                                                   | 0      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT    |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | -                                                                                 | 1228   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | -                                                                                 | -      | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 0                                                                                 | 0      | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A      | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | -                                                                                 | 0      | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0        | 1022                                                                              | 0    | 0     | 502                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0        | 1022                                                                              | 0    | 0     | 502                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0        | 1111                                                                              | 0    | 0     | 546                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 1657                                                                              | 1111     | 0                                                                                 | 0    | 1111  | 0                                                                                 |
| Stage 1                  | 1111                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 546                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 107                                                                               | 253      | -                                                                                 | -    | 625   | -                                                                                 |
| Stage 1                  | 314                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 578                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 107                                                                               | 253      | -                                                                                 | -    | 625   | -                                                                                 |
| Mov Cap-2 Maneuver       | 107                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 314                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 578                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | -                                                                                 | 625  | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | -                                                                                 | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 0                                                                                 | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | -                                                                                 | 0    | -     |                                                                                   |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 0      | 0     | 86                                                                                | 76                                                                                | 0    |
| Future Vol, veh/h        | 0                                                                                 | 0      | 0     | 86                                                                                | 76                                                                                | 0    |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 0      | 0     | 93                                                                                | 83                                                                                | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 176                                                                               | 83     | 83    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 83                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 93                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 811                                                                               | 974    | 1508  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 938                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 928                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 811                                                                               | 974    | 1508  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 811                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 938                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 928                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 0      |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1508                                                                              | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | 0     | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -     | -                                                                                 | -                                                                                 |      |

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6                                                                               |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 0                                                                                 | 4      | 6     | 82                                                                                | 43                                                                                | 3    |
| Future Vol, veh/h        | 0                                                                                 | 4      | 6     | 82                                                                                | 43                                                                                | 3    |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 4      | 7     | 89                                                                                | 47                                                                                | 3    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 152                                                                               | 49     | 50    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 49                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 103                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 837                                                                               | 1017   | 1550  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 971                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 919                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 833                                                                               | 1017   | 1550  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 833                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 966                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 919                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.6                                                                               | 0.5    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1550                                                                              | -      | 1017  | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.004                                                                             | -      | 0.004 | -                                                                                 | -                                                                                 |      |
| 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                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR    | NBL   | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 1                                                                                 | 20     | 5     | 100                                                                               | 99                                                                                | 0    |
| Future Vol, veh/h        | 1                                                                                 | 20     | 5     | 100                                                                               | 99                                                                                | 0    |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 1                                                                                 | 22     | 5     | 109                                                                               | 108                                                                               | 0    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 227                                                                               | 108    | 108   | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 108                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 119                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 759                                                                               | 943    | 1476  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 914                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 904                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 756                                                                               | 943    | 1476  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 756                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 910                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 904                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 9                                                                                 | 0.4    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1476                                                                              | -      | 932   | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.004                                                                             | -      | 0.024 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.4                                                                               | 0      | 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       | 0                                                                                 | 18     | 32    | 102                                                                               | 52                                                                                | 3    |
| Future Vol, veh/h        | 0                                                                                 | 18     | 32    | 102                                                                               | 52                                                                                | 3    |
| 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         | 92                                                                                | 92     | 92    | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 3                                                                                 | 3      | 3     | 3                                                                                 | 3                                                                                 | 3    |
| Mvmt Flow                | 0                                                                                 | 20     | 35    | 111                                                                               | 57                                                                                | 3    |
| Major/Minor              | Minor2                                                                            | Major1 |       | Major2                                                                            |                                                                                   |      |
| Conflicting Flow All     | 240                                                                               | 59     | 60    | 0                                                                                 | -                                                                                 | 0    |
| Stage 1                  | 59                                                                                | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 181                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy            | 6.43                                                                              | 6.23   | 4.13  | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 1      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Critical Hdwy Stg 2      | 5.43                                                                              | -      | -     | -                                                                                 | -                                                                                 | -    |
| Follow-up Hdwy           | 3.527                                                                             | 3.327  | 2.227 | -                                                                                 | -                                                                                 | -    |
| Pot Cap-1 Maneuver       | 746                                                                               | 1004   | 1537  | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 961                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 848                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Platoon blocked, %       |                                                                                   |        |       | -                                                                                 | -                                                                                 | -    |
| Mov Cap-1 Maneuver       | 728                                                                               | 1004   | 1537  | -                                                                                 | -                                                                                 | -    |
| Mov Cap-2 Maneuver       | 728                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 1                  | 938                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Stage 2                  | 848                                                                               | -      | -     | -                                                                                 | -                                                                                 | -    |
| Approach                 | EB                                                                                | NB     |       | SB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 8.7                                                                               | 1.8    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBL                                                                               | NBT    | EBLn1 | SBT                                                                               | SBR                                                                               |      |
| Capacity (veh/h)         | 1537                                                                              | -      | 1004  | -                                                                                 | -                                                                                 |      |
| HCM Lane V/C Ratio       | 0.023                                                                             | -      | 0.019 | -                                                                                 | -                                                                                 |      |
| HCM Control Delay (s)    | 7.4                                                                               | 0      | 8.7   | -                                                                                 | -                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | A      | A     | -                                                                                 | -                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -      | 0.1   | -                                                                                 | -                                                                                 |      |



| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 28                                                                                | 0        | 6                                                                                 | 0    | 0     | 15                                                                                |
| Future Vol, veh/h        | 28                                                                                | 0        | 6                                                                                 | 0    | 0     | 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 30                                                                                | 0        | 7                                                                                 | 0    | 0     | 16                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 23                                                                                | 7        | 0                                                                                 | 0    | 7     | 0                                                                                 |
| Stage 1                  | 7                                                                                 | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 16                                                                                | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 991                                                                               | 1072     | -                                                                                 | -    | 1607  | -                                                                                 |
| Stage 1                  | 1013                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 1004                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 991                                                                               | 1072     | -                                                                                 | -    | 1607  | -                                                                                 |
| Mov Cap-2 Maneuver       | 991                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 1013                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 1004                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 8.7                                                                               | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 991                                                                               | 1607 | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.031                                                                             | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 8.7                                                                               | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0.1                                                                               | 0    | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.5                                                                               |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 3                                                                                 | 0        | 22                                                                                | 11   | 0     | 18                                                                                |
| Future Vol, veh/h        | 3                                                                                 | 0        | 22                                                                                | 11   | 0     | 18                                                                                |
| 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 3                                                                                 | 0        | 24                                                                                | 12   | 0     | 20                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 50                                                                                | 30       | 0                                                                                 | 0    | 36    | 0                                                                                 |
| Stage 1                  | 30                                                                                | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 20                                                                                | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 957                                                                               | 1042     | -                                                                                 | -    | 1568  | -                                                                                 |
| Stage 1                  | 990                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 1000                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 957                                                                               | 1042     | -                                                                                 | -    | 1568  | -                                                                                 |
| Mov Cap-2 Maneuver       | 957                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 990                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 1000                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 8.8                                                                               | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 957                                                                               | 1568 | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.003                                                                             | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 8.8                                                                               | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0                                                                                 | 0    | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.3                                                                               |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 28                                                                                | 0        | 9                                                                                 | 1      | 0     | 19                                                                                |
| Future Vol, veh/h        | 28                                                                                | 0        | 9                                                                                 | 1      | 0     | 19                                                                                |
| 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         | 92                                                                                | 92       | 92                                                                                | 92     | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3      | 3     | 3                                                                                 |
| Mvmt Flow                | 30                                                                                | 0        | 10                                                                                | 1      | 0     | 21                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 32                                                                                | 11       | 0                                                                                 | 0      | 11    | 0                                                                                 |
| Stage 1                  | 11                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 21                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -      | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -      | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 979                                                                               | 1067     | -                                                                                 | -      | 1602  | -                                                                                 |
| Stage 1                  | 1009                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 999                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 979                                                                               | 1067     | -                                                                                 | -      | 1602  | -                                                                                 |
| Mov Cap-2 Maneuver       | 979                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 1009                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 999                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 8.8                                                                               | 0        |                                                                                   | 0      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | - 979    |                                                                                   | 1602   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | - 0.031  |                                                                                   | -      | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | - 8.8    |                                                                                   | 0      | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | - A      |                                                                                   | A      | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | - 0.1    |                                                                                   | 0      | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.4                                                                               |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 3                                                                                 | 0        | 28                                                                                | 11   | 0     | 28                                                                                |
| Future Vol, veh/h        | 3                                                                                 | 0        | 28                                                                                | 11   | 0     | 28                                                                                |
| 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 3                                                                                 | 0        | 30                                                                                | 12   | 0     | 30                                                                                |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 66                                                                                | 36       | 0                                                                                 | 0    | 42    | 0                                                                                 |
| Stage 1                  | 36                                                                                | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 30                                                                                | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 937                                                                               | 1034     | -                                                                                 | -    | 1561  | -                                                                                 |
| Stage 1                  | 984                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 990                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 937                                                                               | 1034     | -                                                                                 | -    | 1561  | -                                                                                 |
| Mov Cap-2 Maneuver       | 937                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 984                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 990                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 8.9                                                                               | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 937                                                                               | 1561 | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.003                                                                             | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 8.9                                                                               | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0                                                                                 | 0    | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0        | 79                                                                                | 0    | 0     | 217                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0        | 79                                                                                | 0    | 0     | 217                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0        | 86                                                                                | 0    | 0     | 236                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 322                                                                               | 86       | 0                                                                                 | 0    | 86    | 0                                                                                 |
| Stage 1                  | 86                                                                                | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 236                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 670                                                                               | 970      | -                                                                                 | -    | 1504  | -                                                                                 |
| Stage 1                  | 935                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 801                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 670                                                                               | 970      | -                                                                                 | -    | 1504  | -                                                                                 |
| Mov Cap-2 Maneuver       | 670                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 935                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 801                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | -                                                                                 | 1504 | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | -                                                                                 | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 0                                                                                 | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | -                                                                                 | 0    | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 0                                                                                 | 0        | 277                                                                               | 2    | 0     | 184                                                                               |
| Future Vol, veh/h        | 0                                                                                 | 0        | 277                                                                               | 2    | 0     | 184                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 0                                                                                 | 0        | 301                                                                               | 2    | 0     | 200                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 502                                                                               | 302      | 0                                                                                 | 0    | 303   | 0                                                                                 |
| Stage 1                  | 302                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 200                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 527                                                                               | 735      | -                                                                                 | -    | 1252  | -                                                                                 |
| Stage 1                  | 748                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 831                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 527                                                                               | 735      | -                                                                                 | -    | 1252  | -                                                                                 |
| Mov Cap-2 Maneuver       | 527                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 748                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 831                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 0                                                                                 | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | A                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | -                                                                                 | 1252 | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | -                                                                                 | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 0                                                                                 | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | A                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | -                                                                                 | 0    | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.2                                                                               |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 7                                                                                 | 0        | 87                                                                                | 1      | 0     | 224                                                                               |
| Future Vol, veh/h        | 7                                                                                 | 0        | 87                                                                                | 1      | 0     | 224                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92     | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3      | 3     | 3                                                                                 |
| Mvmt Flow                | 8                                                                                 | 0        | 95                                                                                | 1      | 0     | 243                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 339                                                                               | 96       | 0                                                                                 | 0      | 96    | 0                                                                                 |
| Stage 1                  | 96                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 243                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -      | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -      | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 655                                                                               | 958      | -                                                                                 | -      | 1491  | -                                                                                 |
| Stage 1                  | 925                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 795                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 655                                                                               | 958      | -                                                                                 | -      | 1491  | -                                                                                 |
| Mov Cap-2 Maneuver       | 655                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 925                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 795                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 10.6                                                                              | 0        |                                                                                   | 0      |       |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        |                                                                                   | 655    | 1491  |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        |                                                                                   | 0.012  | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        |                                                                                   | 10.6   | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        |                                                                                   | B      | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        |                                                                                   | 0      | 0     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |      |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1                                                                               |          |                                                                                   |      |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR  | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |      |       |  |
| Traffic Vol, veh/h       | 3                                                                                 | 1        | 292                                                                               | 9    | 0     | 196                                                                               |
| Future Vol, veh/h        | 3                                                                                 | 1        | 292                                                                               | 9    | 0     | 196                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92   | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3    | 3     | 3                                                                                 |
| Mvmt Flow                | 3                                                                                 | 1        | 317                                                                               | 10   | 0     | 213                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |      |       |                                                                                   |
| Conflicting Flow All     | 535                                                                               | 322      | 0                                                                                 | 0    | 327   | 0                                                                                 |
| Stage 1                  | 322                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 213                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -    | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -    | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -    | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 504                                                                               | 717      | -                                                                                 | -    | 1227  | -                                                                                 |
| Stage 1                  | 732                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 820                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -    |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 504                                                                               | 717      | -                                                                                 | -    | 1227  | -                                                                                 |
| Mov Cap-2 Maneuver       | 504                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 1                  | 732                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Stage 2                  | 820                                                                               | -        | -                                                                                 | -    | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       | SB                                                                                |      |       |                                                                                   |
| HCM Control Delay, s     | 11.7                                                                              | 0        | 0                                                                                 |      |       |                                                                                   |
| HCM LOS                  | B                                                                                 |          |                                                                                   |      |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT  |       |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 544                                                                               | 1227 | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.008                                                                             | -    | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 11.7                                                                              | 0    | -     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | B                                                                                 | A    | -     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 0                                                                                 | 0    | -     |                                                                                   |



| Intersection             |        |       |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 5.7    |       |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     | ↕    |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 5      | 255   | 7    | 11     | 211   | 3    | 83     | 0     | 111   | 41     | 1     | 48    |
| Future Vol, veh/h        | 5      | 255   | 7    | 11     | 211   | 3    | 83     | 0     | 111   | 41     | 1     | 48    |
| 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           | -      | -     | -    | -      | -     | 100  | -      | -     | -     | -      | -     | -     |
| Veh in Median Storage, # | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Grade, %                 | -      | 0     | -    | -      | 0     | -    | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor         | 92     | 92    | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3    | 3      | 3     | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                | 5      | 277   | 8    | 12     | 229   | 3    | 90     | 0     | 121   | 45     | 1     | 52    |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 232    | 0     | 0    | 285    | 0     | 0    | 572    | 547   | 281   | 605    | 548   | 229   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 291    | 291   | -     | 253    | 253   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 281    | 256   | -     | 352    | 295   | -     |
| Critical Hdwy            | 4.13   | -     | -    | 4.13   | -     | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy           | 2.227  | -     | -    | 2.227  | -     | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver       | 1330   | -     | -    | 1271   | -     | -    | 429    | 443   | 755   | 408    | 443   | 808   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 715    | 670   | -     | 749    | 696   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 724    | 694   | -     | 663    | 667   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1330   | -     | -    | 1271   | -     | -    | 396    | 436   | 755   | 339    | 436   | 808   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 396    | 436   | -     | 339    | 436   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 712    | 667   | -     | 746    | 688   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 669    | 686   | -     | 555    | 664   | -     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.1    |       |      | 0.4    |       |      | 15.7   |       |       | 14.1   |       |       |
| HCM LOS                  |        |       |      |        |       |      | C      |       |       | B      |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 544    | 1330  | -    | -      | 1271  | -    | -      | 493   |       |        |       |       |
| HCM Lane V/C Ratio       | 0.388  | 0.004 | -    | -      | 0.009 | -    | -      | 0.198 |       |        |       |       |
| HCM Control Delay (s)    | 15.7   | 7.7   | 0    | -      | 7.9   | 0    | -      | 14.1  |       |        |       |       |
| HCM Lane LOS             | C      | A     | A    | -      | A     | A    | -      | B     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 1.8    | 0     | -    | -      | 0     | -    | -      | 0.7   |       |        |       |       |

| Intersection             |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 7.2    |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR                                                                               | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |  |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 61     | 390                                                                               | 66   | 123    | 356                                                                               | 56                                                                                | 39     | 1                                                                                 | 74    | 35     | 3                                                                                   | 21    |
| Future Vol, veh/h        | 61     | 390                                                                               | 66   | 123    | 356                                                                               | 56                                                                                | 39     | 1                                                                                 | 74    | 35     | 3                                                                                   | 21    |
| 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           | -      | -                                                                                 | -    | -      | -                                                                                 | 100                                                                               | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92   | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    | 92     | 92                                                                                  | 92    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     | 3      | 3                                                                                   | 3     |
| Mvmt Flow                | 66     | 424                                                                               | 72   | 134    | 387                                                                               | 61                                                                                | 42     | 1                                                                                 | 80    | 38     | 3                                                                                   | 23    |
|                          |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |                                                                                   | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 448    | 0                                                                                 | 0    | 496    | 0                                                                                 | 0                                                                                 | 1291   | 1308                                                                              | 460   | 1288   | 1283                                                                                | 387   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 592    | 592                                                                               | -     | 655    | 655                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 699    | 716                                                                               | -     | 633    | 628                                                                                 | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -    | 4.13   | -                                                                                 | -                                                                                 | 7.13   | 6.53                                                                              | 6.23  | 7.13   | 6.53                                                                                | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 6.13   | 5.53                                                                              | -     | 6.13   | 5.53                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 6.13   | 5.53                                                                              | -     | 6.13   | 5.53                                                                                | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -    | 2.227  | -                                                                                 | -                                                                                 | 3.527  | 4.027                                                                             | 3.327 | 3.527  | 4.027                                                                               | 3.327 |
| Pot Cap-1 Maneuver       | 1107   | -                                                                                 | -    | 1063   | -                                                                                 | -                                                                                 | 139    | 159                                                                               | 599   | 140    | 164                                                                                 | 659   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 491    | 492                                                                               | -     | 453    | 461                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 429    | 433                                                                               | -     | 466    | 474                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -                                                                                 |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1107   | -                                                                                 | -    | 1063   | -                                                                                 | -                                                                                 | 107    | 121                                                                               | 599   | 98     | 125                                                                                 | 659   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 107    | 121                                                                               | -     | 98     | 125                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 450    | 451                                                                               | -     | 415    | 383                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 341    | 360                                                                               | -     | 369    | 435                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |                                                                                   | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 1      |                                                                                   |      | 2      |                                                                                   |                                                                                   | 37.6   |                                                                                   |       | 49.2   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |                                                                                   | E      |                                                                                   |       | E      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 230    | 1107                                                                              | -    | -      | 1063                                                                              | -                                                                                 | -      | 143                                                                               |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.539  | 0.06                                                                              | -    | -      | 0.126                                                                             | -                                                                                 | -      | 0.448                                                                             |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 37.6   | 8.5                                                                               | 0    | -      | 8.9                                                                               | 0                                                                                 | -      | 49.2                                                                              |       |        |                                                                                     |       |
| HCM Lane LOS             | E      | A                                                                                 | A    | -      | A                                                                                 | A                                                                                 | -      | E                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 2.9    | 0.2                                                                               | -    | -      | 0.4                                                                               | -                                                                                 | -      | 2                                                                                 |       |        |                                                                                     |       |

| Intersection              |        |      |       |        |      |      |        |       |       |        |       |       |
|---------------------------|--------|------|-------|--------|------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh          | 5      |      |       |        |      |      |        |       |       |        |       |       |
| Movement                  | EBL    | EBT  | EBR   | WBL    | WBT  | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations       |        | ↕    |       | ↕      | ↕    |      | ↕      | ↕     |       | ↕      | ↕     |       |
| Traffic Vol, veh/h        | 5      | 255  | 7     | 11     | 211  | 3    | 83     | 0     | 111   | 41     | 1     | 48    |
| Future Vol, veh/h         | 5      | 255  | 7     | 11     | 211  | 3    | 83     | 0     | 111   | 41     | 1     | 48    |
| 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            | -      | -    | -     | 100    | -    | -    | 100    | -     | -     | 100    | -     | -     |
| Veh in Median Storage, #  | -      | 0    | -     | -      | 0    | -    | -      | 0     | -     | -      | 0     | -     |
| Grade, %                  | -      | 0    | -     | -      | 0    | -    | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor          | 92     | 92   | 92    | 92     | 92   | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %         | 3      | 3    | 3     | 3      | 3    | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                 | 5      | 277  | 8     | 12     | 229  | 3    | 90     | 0     | 121   | 45     | 1     | 52    |
| Major/Minor               | Major1 |      |       | Major2 |      |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All      | 232    | 0    | 0     | 285    | 0    | 0    | 572    | 547   | 281   | 607    | 550   | 231   |
| Stage 1                   | -      | -    | -     | -      | -    | -    | 291    | 291   | -     | 255    | 255   | -     |
| Stage 2                   | -      | -    | -     | -      | -    | -    | 281    | 256   | -     | 352    | 295   | -     |
| Critical Hdwy             | 4.13   | -    | -     | 4.13   | -    | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1       | -      | -    | -     | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2       | -      | -    | -     | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy            | 2.227  | -    | -     | 2.227  | -    | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver        | 1330   | -    | -     | 1271   | -    | -    | 429    | 443   | 755   | 407    | 441   | 806   |
| Stage 1                   | -      | -    | -     | -      | -    | -    | 715    | 670   | -     | 747    | 695   | -     |
| Stage 2                   | -      | -    | -     | -      | -    | -    | 724    | 694   | -     | 663    | 667   | -     |
| Platoon blocked, %        | -      | -    | -     | -      | -    | -    | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver        | 1330   | -    | -     | 1271   | -    | -    | 396    | 437   | 755   | 339    | 435   | 806   |
| Mov Cap-2 Maneuver        | -      | -    | -     | -      | -    | -    | 396    | 437   | -     | 339    | 435   | -     |
| Stage 1                   | -      | -    | -     | -      | -    | -    | 712    | 667   | -     | 744    | 689   | -     |
| Stage 2                   | -      | -    | -     | -      | -    | -    | 670    | 688   | -     | 555    | 664   | -     |
| Approach                  | EB     |      |       | WB     |      |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s/v    | 0.1    |      |       | 0.4    |      |      | 13.3   |       |       | 13.2   |       |       |
| HCM LOS                   |        |      |       |        |      |      | B      |       |       | B      |       |       |
| Minor Lane/Major Mvmt     | NBLn1  |      | NBLn2 | EBL    | EBT  | EBR  | WBL    | WBT   | WBR   | SBLn1  | SBLn2 |       |
| Capacity (veh/h)          | 396    |      | 755   | 1330   | -    | -    | 1271   | -     | -     | 339    | 792   |       |
| HCM Lane V/C Ratio        | 0.228  |      | 0.16  | 0.004  | -    | -    | 0.009  | -     | -     | 0.131  | 0.067 |       |
| HCM Control Delay (s/veh) | 16.8   |      | 10.7  | 7.7    | 0    | -    | 7.9    | -     | -     | 17.2   | 9.9   |       |
| HCM Lane LOS              | C      |      | B     | A      | A    | -    | A      | -     | -     | C      | A     |       |
| HCM 95th %tile Q (veh)    | 0.9    |      | 0.6   | 0      | -    | -    | 0      | -     | -     | 0.4    | 0.2   |       |

HCM 6th TWSC  
21: N Harbour Dr/Oakbay Dr & 211th St

Existing PM Peak  
Mitigated - Final

| Intersection              |        |       |      |        |      |       |        |       |       |        |       |       |
|---------------------------|--------|-------|------|--------|------|-------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh          | 6      |       |      |        |      |       |        |       |       |        |       |       |
| Movement                  | EBL    | EBT   | EBR  | WBL    | WBT  | WBR   | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations       |        | ↕     |      | ↕      | ↕    |       | ↕      | ↕     |       | ↕      | ↕     |       |
| Traffic Vol, veh/h        | 61     | 390   | 66   | 123    | 356  | 56    | 39     | 1     | 74    | 35     | 3     | 21    |
| Future Vol, veh/h         | 61     | 390   | 66   | 123    | 356  | 56    | 39     | 1     | 74    | 35     | 3     | 21    |
| 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            | -      | -     | -    | 100    | -    | -     | 100    | -     | -     | 100    | -     | -     |
| Veh in Median Storage, #  | -      | 0     | -    | -      | 0    | -     | -      | 0     | -     | -      | 0     | -     |
| Grade, %                  | -      | 0     | -    | -      | 0    | -     | -      | 0     | -     | -      | 0     | -     |
| Peak Hour Factor          | 92     | 92    | 92   | 92     | 92   | 92    | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %         | 3      | 3     | 3    | 3      | 3    | 3     | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                 | 66     | 424   | 72   | 134    | 387  | 61    | 42     | 1     | 80    | 38     | 3     | 23    |
| Major/Minor               | Major1 |       |      | Major2 |      |       | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All      | 448    | 0     | 0    | 496    | 0    | 0     | 1291   | 1308  | 460   | 1319   | 1314  | 418   |
| Stage 1                   | -      | -     | -    | -      | -    | -     | 592    | 592   | -     | 686    | 686   | -     |
| Stage 2                   | -      | -     | -    | -      | -    | -     | 699    | 716   | -     | 633    | 628   | -     |
| Critical Hdwy             | 4.13   | -     | -    | 4.13   | -    | -     | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1       | -      | -     | -    | -      | -    | -     | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2       | -      | -     | -    | -      | -    | -     | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy            | 2.227  | -     | -    | 2.227  | -    | -     | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver        | 1107   | -     | -    | 1063   | -    | -     | 139    | 159   | 599   | 133    | 157   | 633   |
| Stage 1                   | -      | -     | -    | -      | -    | -     | 491    | 492   | -     | 436    | 446   | -     |
| Stage 2                   | -      | -     | -    | -      | -    | -     | 429    | 433   | -     | 466    | 474   | -     |
| Platoon blocked, %        | -      | -     | -    | -      | -    | -     | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver        | 1107   | -     | -    | 1063   | -    | -     | 111    | 127   | 599   | 97     | 126   | 633   |
| Mov Cap-2 Maneuver        | -      | -     | -    | -      | -    | -     | 111    | 127   | -     | 97     | 126   | -     |
| Stage 1                   | -      | -     | -    | -      | -    | -     | 450    | 451   | -     | 400    | 390   | -     |
| Stage 2                   | -      | -     | -    | -      | -    | -     | 358    | 378   | -     | 369    | 435   | -     |
| Approach                  | EB     |       |      | WB     |      |       | NB     |       |       | SB     |       |       |
| HCM Control Delay, s/v    | 1      |       |      | 2      |      |       | 27.4   |       |       | 43.9   |       |       |
| HCM LOS                   |        |       |      |        |      |       | D      |       |       | E      |       |       |
| Minor Lane/Major Mvmt     | NBLn1  | NBLn2 | EBL  | EBT    | EBR  | WBL   | WBT    | WBR   | SBLn1 | SBLn2  |       |       |
| Capacity (veh/h)          | 111    | 571   | 1107 | -      | -    | 1063  | -      | -     | 97    | 421    |       |       |
| HCM Lane V/C Ratio        | 0.382  | 0.143 | 0.06 | -      | -    | 0.126 | -      | -     | 0.392 | 0.062  |       |       |
| HCM Control Delay (s/veh) | 56.2   | 12.4  | 8.5  | 0      | -    | 8.9   | -      | -     | 64.3  | 14.1   |       |       |
| HCM Lane LOS              | F      | B     | A    | A      | -    | A     | -      | -     | F     | B      |       |       |
| HCM 95th %tile Q (veh)    | 1.6    | 0.5   | 0.2  | -      | -    | 0.4   | -      | -     | 1.6   | 0.2    |       |       |

HCM 6th TWSC  
21: N Harbour Dr/Oakbay Dr & 211th St

Future AM Peak

| Intersection             |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 11.2   |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR                                                                               | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |        |  |      |        |  |  |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 5      | 632                                                                               | 7    | 11     | 320                                                                               | 3                                                                                 | 83     | 0                                                                                 | 111   | 41     | 1                                                                                   | 48    |
| Future Vol, veh/h        | 5      | 632                                                                               | 7    | 11     | 320                                                                               | 3                                                                                 | 83     | 0                                                                                 | 111   | 41     | 1                                                                                   | 48    |
| 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           | -      | -                                                                                 | -    | -      | -                                                                                 | 100                                                                               | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Peak Hour Factor         | 92     | 92                                                                                | 92   | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    | 92     | 92                                                                                  | 92    |
| Heavy Vehicles, %        | 3      | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     | 3      | 3                                                                                   | 3     |
| Mvmt Flow                | 5      | 687                                                                               | 8    | 12     | 348                                                                               | 3                                                                                 | 90     | 0                                                                                 | 121   | 45     | 1                                                                                   | 52    |
|                          |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |                                                                                   | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 351    | 0                                                                                 | 0    | 695    | 0                                                                                 | 0                                                                                 | 1101   | 1076                                                                              | 691   | 1134   | 1077                                                                                | 348   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 701    | 701                                                                               | -     | 372    | 372                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 400    | 375                                                                               | -     | 762    | 705                                                                                 | -     |
| Critical Hdwy            | 4.13   | -                                                                                 | -    | 4.13   | -                                                                                 | -                                                                                 | 7.13   | 6.53                                                                              | 6.23  | 7.13   | 6.53                                                                                | 6.23  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 6.13   | 5.53                                                                              | -     | 6.13   | 5.53                                                                                | -     |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 6.13   | 5.53                                                                              | -     | 6.13   | 5.53                                                                                | -     |
| Follow-up Hdwy           | 2.227  | -                                                                                 | -    | 2.227  | -                                                                                 | -                                                                                 | 3.527  | 4.027                                                                             | 3.327 | 3.527  | 4.027                                                                               | 3.327 |
| Pot Cap-1 Maneuver       | 1202   | -                                                                                 | -    | 896    | -                                                                                 | -                                                                                 | 188    | 218                                                                               | 443   | 179    | 218                                                                                 | 693   |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 428    | 439                                                                               | -     | 646    | 617                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 624    | 615                                                                               | -     | 396    | 438                                                                                 | -     |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -                                                                                 |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1202   | -                                                                                 | -    | 896    | -                                                                                 | -                                                                                 | 170    | 213                                                                               | 443   | 128    | 213                                                                                 | 693   |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 170    | 213                                                                               | -     | 128    | 213                                                                                 | -     |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 425    | 436                                                                               | -     | 641    | 607                                                                                 | -     |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 566    | 605                                                                               | -     | 286    | 435                                                                                 | -     |
|                          |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |                                                                                   | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0.1    |                                                                                   |      | 0.3    |                                                                                   |                                                                                   | 57.3   |                                                                                   |       | 32.2   |                                                                                     |       |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |                                                                                   | F      |                                                                                   |       | D      |                                                                                     |       |
|                          |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 263    | 1202                                                                              | -    | -      | 896                                                                               | -                                                                                 | -      | 228                                                                               |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.802  | 0.005                                                                             | -    | -      | 0.013                                                                             | -                                                                                 | -      | 0.429                                                                             |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 57.3   | 8                                                                                 | 0    | -      | 9.1                                                                               | 0                                                                                 | -      | 32.2                                                                              |       |        |                                                                                     |       |
| HCM Lane LOS             | F      | A                                                                                 | A    | -      | A                                                                                 | A                                                                                 | -      | D                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 6.2    | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 2                                                                                 |       |        |                                                                                     |       |

HCM 6th TWSC  
21: N Harbour Dr/Oakbay Dr & 211th St

Future PM Peak

| Intersection               |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |                                |                                                                                     |       |
|----------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-------|--------------------------------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh           | 73.7   |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |                                |                                                                                     |       |
| Movement                   | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR                                                                               | NBL    | NBT                                                                               | NBR   | SBL                            | SBT                                                                                 | SBR   |
| Lane Configurations        |        |  |      |        |  |  |        |  |       |                                |  |       |
| Traffic Vol, veh/h         | 61     | 682                                                                               | 66   | 123    | 813                                                                               | 56                                                                                | 39     | 1                                                                                 | 74    | 35                             | 3                                                                                   | 21    |
| Future Vol, veh/h          | 61     | 682                                                                               | 66   | 123    | 813                                                                               | 56                                                                                | 39     | 1                                                                                 | 74    | 35                             | 3                                                                                   | 21    |
| 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             | -      | -                                                                                 | -    | -      | -                                                                                 | 100                                                                               | -      | -                                                                                 | -     | -                              | -                                                                                   | -     |
| Veh in Median Storage, #   | -      | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                 | -     | -                              | 0                                                                                   | -     |
| Grade, %                   | -      | 0                                                                                 | -    | -      | 0                                                                                 | -                                                                                 | -      | 0                                                                                 | -     | -                              | 0                                                                                   | -     |
| Peak Hour Factor           | 92     | 92                                                                                | 92   | 92     | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92    | 92                             | 92                                                                                  | 92    |
| Heavy Vehicles, %          | 3      | 3                                                                                 | 3    | 3      | 3                                                                                 | 3                                                                                 | 3      | 3                                                                                 | 3     | 3                              | 3                                                                                   | 3     |
| Mvmt Flow                  | 66     | 741                                                                               | 72   | 134    | 884                                                                               | 61                                                                                | 42     | 1                                                                                 | 80    | 38                             | 3                                                                                   | 23    |
|                            |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |                                |                                                                                     |       |
| Major/Minor                | Major1 |                                                                                   |      | Major2 |                                                                                   |                                                                                   | Minor1 |                                                                                   |       | Minor2                         |                                                                                     |       |
| Conflicting Flow All       | 945    | 0                                                                                 | 0    | 813    | 0                                                                                 | 0                                                                                 | 2105   | 2122                                                                              | 777   | 2102                           | 2097                                                                                | 884   |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 909    | 909                                                                               | -     | 1152                           | 1152                                                                                | -     |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 1196   | 1213                                                                              | -     | 950                            | 945                                                                                 | -     |
| Critical Hdwy              | 4.13   | -                                                                                 | -    | 4.13   | -                                                                                 | -                                                                                 | 7.13   | 6.53                                                                              | 6.23  | 7.13                           | 6.53                                                                                | 6.23  |
| Critical Hdwy Stg 1        | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 6.13   | 5.53                                                                              | -     | 6.13                           | 5.53                                                                                | -     |
| Critical Hdwy Stg 2        | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 6.13   | 5.53                                                                              | -     | 6.13                           | 5.53                                                                                | -     |
| Follow-up Hdwy             | 2.227  | -                                                                                 | -    | 2.227  | -                                                                                 | -                                                                                 | 3.527  | 4.027                                                                             | 3.327 | 3.527                          | 4.027                                                                               | 3.327 |
| Pot Cap-1 Maneuver         | 722    | -                                                                                 | -    | 809    | -                                                                                 | -                                                                                 | ~ 37   | 50                                                                                | 395   | ~ 37                           | 52                                                                                  | 343   |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 328    | 352                                                                               | -     | 239                            | 271                                                                                 | -     |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 226    | 253                                                                               | -     | 311                            | 339                                                                                 | -     |
| Platoon blocked, %         |        | -                                                                                 | -    |        | -                                                                                 | -                                                                                 |        |                                                                                   |       |                                |                                                                                     |       |
| Mov Cap-1 Maneuver         | 722    | -                                                                                 | -    | 809    | -                                                                                 | -                                                                                 | ~ 20   | 27                                                                                | 395   | ~ 18                           | 28                                                                                  | 343   |
| Mov Cap-2 Maneuver         | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | ~ 20   | 27                                                                                | -     | ~ 18                           | 28                                                                                  | -     |
| Stage 1                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 273    | 293                                                                               | -     | 199                            | 175                                                                                 | -     |
| Stage 2                    | -      | -                                                                                 | -    | -      | -                                                                                 | -                                                                                 | 134    | 163                                                                               | -     | 205                            | 282                                                                                 | -     |
|                            |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |                                |                                                                                     |       |
| Approach                   | EB     |                                                                                   |      | WB     |                                                                                   |                                                                                   | NB     |                                                                                   |       | SB                             |                                                                                     |       |
| HCM Control Delay, s       | 0.8    |                                                                                   |      | 1.3    |                                                                                   |                                                                                   | \$ 799 |                                                                                   |       | \$ 889.5                       |                                                                                     |       |
| HCM LOS                    |        |                                                                                   |      |        |                                                                                   |                                                                                   | F      |                                                                                   |       | F                              |                                                                                     |       |
|                            |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |                                |                                                                                     |       |
| Minor Lane/Major Mvmt      | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |       |                                |                                                                                     |       |
| Capacity (veh/h)           | 52     | 722                                                                               | -    | -      | 809                                                                               | -                                                                                 | -      | 28                                                                                |       |                                |                                                                                     |       |
| HCM Lane V/C Ratio         | 2.383  | 0.092                                                                             | -    | -      | 0.165                                                                             | -                                                                                 | -      | 2.29                                                                              |       |                                |                                                                                     |       |
| HCM Control Delay (s)      | \$ 799 | 10.5                                                                              | 0    | -      | 10.3                                                                              | 0                                                                                 | -      | \$ 889.5                                                                          |       |                                |                                                                                     |       |
| HCM Lane LOS               | F      | B                                                                                 | A    | -      | B                                                                                 | A                                                                                 | -      | F                                                                                 |       |                                |                                                                                     |       |
| HCM 95th %tile Q(veh)      | 12.7   | 0.3                                                                               | -    | -      | 0.6                                                                               | -                                                                                 | -      | 7.7                                                                               |       |                                |                                                                                     |       |
| Notes                      |        |                                                                                   |      |        |                                                                                   |                                                                                   |        |                                                                                   |       |                                |                                                                                     |       |
| ~: Volume exceeds capacity |        | \$: Delay exceeds 300s                                                            |      |        |                                                                                   | +: Computation Not Defined                                                        |        |                                                                                   |       | *: All major volume in platoon |                                                                                     |       |

HCM 6th Roundabout  
21: N Harbour Dr/Oakbay Dr & 211th St

Future AM Peak  
Mitigated - Final

|                             |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection                |       |       |       |       |
| Intersection Delay, s/veh   | 8.2   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 700   | 363   | 211   | 98    |
| Demand Flow Rate, veh/h     | 721   | 373   | 218   | 101   |
| Vehicles Circulating, veh/h | 59    | 98    | 759   | 463   |
| Vehicles Exiting, veh/h     | 505   | 879   | 21    | 8     |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 9.1   | 5.7   | 10.6  | 5.5   |
| Approach LOS                | A     | A     | B     | A     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 721   | 373   | 218   | 101   |
| Cap Entry Lane, veh/h       | 1299  | 1249  | 636   | 861   |
| Entry HV Adj Factor         | 0.971 | 0.972 | 0.968 | 0.970 |
| Flow Entry, veh/h           | 700   | 363   | 211   | 98    |
| Cap Entry, veh/h            | 1262  | 1214  | 616   | 835   |
| V/C Ratio                   | 0.555 | 0.299 | 0.343 | 0.117 |
| Control Delay, s/veh        | 9.1   | 5.7   | 10.6  | 5.5   |
| LOS                         | A     | A     | B     | A     |
| 95th %tile Queue, veh       | 4     | 1     | 2     | 0     |

HCM 6th Roundabout  
21: N Harbour Dr/Oakbay Dr & 211th St

Future PM Peak  
Mitigated - Final

| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 21.8  |       |       |       |
| Intersection LOS            | C     |       |       |       |
| Approach                    | EB    | WB    | NB    | SB    |
| Entry Lanes                 | 1     | 1     | 1     | 1     |
| Conflicting Circle Lanes    | 1     | 1     | 1     | 1     |
| Adj Approach Flow, veh/h    | 879   | 1079  | 123   | 64    |
| Demand Flow Rate, veh/h     | 905   | 1112  | 126   | 66    |
| Vehicles Circulating, veh/h | 180   | 112   | 870   | 1092  |
| Vehicles Exiting, veh/h     | 978   | 884   | 215   | 132   |
| Ped Vol Crossing Leg, #/h   | 0     | 0     | 0     | 0     |
| Ped Cap Adj                 | 1.000 | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh       | 18.0  | 27.0  | 9.4   | 10.3  |
| Approach LOS                | C     | D     | A     | B     |
| Lane                        | Left  | Left  | Left  | Left  |
| Designated Moves            | LTR   | LTR   | LTR   | LTR   |
| Assumed Moves               | LTR   | LTR   | LTR   | LTR   |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 1.000 | 1.000 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.609 | 2.609 | 2.609 | 2.609 |
| Critical Headway, s         | 4.976 | 4.976 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 905   | 1112  | 126   | 66    |
| Cap Entry Lane, veh/h       | 1148  | 1231  | 568   | 453   |
| Entry HV Adj Factor         | 0.971 | 0.971 | 0.976 | 0.968 |
| Flow Entry, veh/h           | 879   | 1079  | 123   | 64    |
| Cap Entry, veh/h            | 1115  | 1195  | 555   | 439   |
| V/C Ratio                   | 0.788 | 0.903 | 0.222 | 0.146 |
| Control Delay, s/veh        | 18.0  | 27.0  | 9.4   | 10.3  |
| LOS                         | C     | D     | A     | B     |
| 95th %tile Queue, veh       | 9     | 14    | 1     | 1     |



| Intersection             |        |       |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 2.2    |       |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 2      | 223   | 5    | 16     | 318   | 11   | 18     | 0     | 8     | 43     | 1     | 21    |
| Future Vol, veh/h        | 2      | 223   | 5    | 16     | 318   | 11   | 18     | 0     | 8     | 43     | 1     | 21    |
| 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         | 92     | 92    | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3    | 3      | 3     | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                | 2      | 242   | 5    | 17     | 346   | 12   | 20     | 0     | 9     | 47     | 1     | 23    |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 358    | 0     | 0    | 247    | 0     | 0    | 647    | 641   | 245   | 639    | 637   | 352   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 249    | 249   | -     | 386    | 386   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 398    | 392   | -     | 253    | 251   | -     |
| Critical Hdwy            | 4.13   | -     | -    | 4.13   | -     | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy           | 2.227  | -     | -    | 2.227  | -     | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver       | 1195   | -     | -    | 1313   | -     | -    | 383    | 392   | 791   | 387    | 394   | 689   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 753    | 699   | -     | 635    | 608   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 626    | 605   | -     | 749    | 697   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1195   | -     | -    | 1313   | -     | -    | 365    | 385   | 791   | 377    | 387   | 689   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 365    | 385   | -     | 377    | 387   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 751    | 698   | -     | 634    | 598   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 594    | 595   | -     | 739    | 696   | -     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.1    |       |      | 0.4    |       |      | 13.8   |       |       | 14.7   |       |       |
| HCM LOS                  |        |       |      |        |       |      | B      |       |       | B      |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 437    | 1195  | -    | -      | 1313  | -    | -      | 442   |       |        |       |       |
| HCM Lane V/C Ratio       | 0.065  | 0.002 | -    | -      | 0.013 | -    | -      | 0.16  |       |        |       |       |
| HCM Control Delay (s)    | 13.8   | 8     | 0    | -      | 7.8   | 0    | -      | 14.7  |       |        |       |       |
| HCM Lane LOS             | B      | A     | A    | -      | A     | A    | -      | B     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 0.2    | 0     | -    | -      | 0     | -    | -      | 0.6   |       |        |       |       |

| Intersection             |        |      |      |        |      |      |        |       |       |        |       |       |
|--------------------------|--------|------|------|--------|------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 2.1    |      |      |        |      |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT  | EBR  | WBL    | WBT  | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕    |      |        | ↕    |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 20     | 491  | 18   | 19     | 326  | 85   | 15     | 3     | 19    | 34     | 0     | 10    |
| Future Vol, veh/h        | 20     | 491  | 18   | 19     | 326  | 85   | 15     | 3     | 19    | 34     | 0     | 10    |
| 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         | 92     | 92   | 92   | 92     | 92   | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 3      | 3    | 3    | 3      | 3    | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                | 22     | 534  | 20   | 21     | 354  | 92   | 16     | 3     | 21    | 37     | 0     | 11    |
|                          |        |      |      |        |      |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |      |      | Major2 |      |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 446    | 0    | 0    | 554    | 0    | 0    | 1036   | 1076  | 544   | 1042   | 1040  | 400   |
| Stage 1                  | -      | -    | -    | -      | -    | -    | 588    | 588   | -     | 442    | 442   | -     |
| Stage 2                  | -      | -    | -    | -      | -    | -    | 448    | 488   | -     | 600    | 598   | -     |
| Critical Hdwy            | 4.13   | -    | -    | 4.13   | -    | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy           | 2.227  | -    | -    | 2.227  | -    | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver       | 1109   | -    | -    | 1011   | -    | -    | 209    | 218   | 537   | 207    | 229   | 648   |
| Stage 1                  | -      | -    | -    | -      | -    | -    | 493    | 494   | -     | 592    | 575   | -     |
| Stage 2                  | -      | -    | -    | -      | -    | -    | 588    | 548   | -     | 486    | 489   | -     |
| Platoon blocked, %       |        | -    | -    |        | -    | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1109   | -    | -    | 1011   | -    | -    | 197    | 206   | 537   | 188    | 216   | 648   |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -    | -    | 197    | 206   | -     | 188    | 216   | -     |
| Stage 1                  | -      | -    | -    | -      | -    | -    | 479    | 480   | -     | 575    | 559   | -     |
| Stage 2                  | -      | -    | -    | -      | -    | -    | 562    | 533   | -     | 451    | 475   | -     |
|                          |        |      |      |        |      |      |        |       |       |        |       |       |
| Approach                 | EB     |      |      | WB     |      |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.3    |      |      | 0.4    |      |      | 19.2   |       |       | 25.4   |       |       |
| HCM LOS                  |        |      |      |        |      |      | C      |       |       | D      |       |       |
|                          |        |      |      |        |      |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL  | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 293    | 1109 | -    | -      | 1011 | -    | -      | 224   |       |        |       |       |
| HCM Lane V/C Ratio       | 0.137  | 0.02 | -    | -      | 0.02 | -    | -      | 0.214 |       |        |       |       |
| HCM Control Delay (s)    | 19.2   | 8.3  | 0    | -      | 8.6  | 0    | -      | 25.4  |       |        |       |       |
| HCM Lane LOS             | C      | A    | A    | -      | A    | A    | -      | D     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 0.5    | 0.1  | -    | -      | 0.1  | -    | -      | 0.8   |       |        |       |       |

| Intersection             |        |       |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 3      |       |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 5      | 510   | 5    | 16     | 360   | 60   | 18     | 0     | 8     | 61     | 1     | 29    |
| Future Vol, veh/h        | 5      | 510   | 5    | 16     | 360   | 60   | 18     | 0     | 8     | 61     | 1     | 29    |
| 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         | 92     | 92    | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3    | 3      | 3     | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                | 5      | 554   | 5    | 17     | 391   | 65   | 20     | 0     | 9     | 66     | 1     | 32    |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 456    | 0     | 0    | 559    | 0     | 0    | 1041   | 1057  | 557   | 1029   | 1027  | 424   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 567    | 567   | -     | 458    | 458   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 474    | 490   | -     | 571    | 569   | -     |
| Critical Hdwy            | 4.13   | -     | -    | 4.13   | -     | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy           | 2.227  | -     | -    | 2.227  | -     | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver       | 1100   | -     | -    | 1007   | -     | -    | 207    | 224   | 528   | 211    | 233   | 628   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 507    | 505   | -     | 581    | 565   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 569    | 547   | -     | 504    | 504   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1100   | -     | -    | 1007   | -     | -    | 191    | 217   | 528   | 203    | 226   | 628   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 191    | 217   | -     | 203    | 226   | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 503    | 501   | -     | 577    | 552   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 527    | 534   | -     | 492    | 500   | -     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.1    |       |      | 0.3    |       |      | 22.2   |       |       | 27.2   |       |       |
| HCM LOS                  |        |       |      |        |       |      | C      |       |       | D      |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 238    | 1100  | -    | -      | 1007  | -    | -      | 259   |       |        |       |       |
| HCM Lane V/C Ratio       | 0.119  | 0.005 | -    | -      | 0.017 | -    | -      | 0.382 |       |        |       |       |
| HCM Control Delay (s)    | 22.2   | 8.3   | 0    | -      | 8.6   | 0    | -      | 27.2  |       |        |       |       |
| HCM Lane LOS             | C      | A     | A    | -      | A     | A    | -      | D     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 0.4    | 0     | -    | -      | 0.1   | -    | -      | 1.7   |       |        |       |       |

| Intersection             |        |       |      |        |       |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 4.6    |       |      |        |       |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT   | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕     |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 30     | 726   | 18   | 19     | 446   | 334  | 15     | 3     | 19    | 40     | 0     | 18    |
| Future Vol, veh/h        | 30     | 726   | 18   | 19     | 446   | 334  | 15     | 3     | 19    | 40     | 0     | 18    |
| 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         | 92     | 92    | 92   | 92     | 92    | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3    | 3      | 3     | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                | 33     | 789   | 20   | 21     | 485   | 363  | 16     | 3     | 21    | 43     | 0     | 20    |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |       |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 848    | 0     | 0    | 809    | 0     | 0    | 1584   | 1755  | 799   | 1586   | 1584  | 667   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 865    | 865   | -     | 709    | 709   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 719    | 890   | -     | 877    | 875   | -     |
| Critical Hdwy            | 4.13   | -     | -    | 4.13   | -     | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -     | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy           | 2.227  | -     | -    | 2.227  | -     | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver       | 785    | -     | -    | 812    | -     | -    | 87     | 85    | 384   | 87     | 108   | 457   |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 347    | 369   | -     | 423    | 436   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 418    | 360   | -     | 342    | 366   | -     |
| Platoon blocked, %       |        | -     | -    |        | -     | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 785    | -     | -    | 812    | -     | -    | 75     | 74    | 384   | 72     | 94    | 457   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -     | -    | 75     | 74    | -     | 72     | 94    | -     |
| Stage 1                  | -      | -     | -    | -      | -     | -    | 320    | 341   | -     | 390    | 413   | -     |
| Stage 2                  | -      | -     | -    | -      | -     | -    | 379    | 341   | -     | 296    | 338   | -     |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |       |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.4    |       |      | 0.2    |       |      | 45.5   |       |       | 94     |       |       |
| HCM LOS                  |        |       |      |        |       |      | E      |       |       | F      |       |       |
|                          |        |       |      |        |       |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL   | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | 128    | 785   | -    | -      | 812   | -    | -      | 97    |       |        |       |       |
| HCM Lane V/C Ratio       | 0.314  | 0.042 | -    | -      | 0.025 | -    | -      | 0.65  |       |        |       |       |
| HCM Control Delay (s)    | 45.5   | 9.8   | 0    | -      | 9.5   | 0    | -      | 94    |       |        |       |       |
| HCM Lane LOS             | E      | A     | A    | -      | A     | A    | -      | F     |       |        |       |       |
| HCM 95th %tile Q(veh)    | 1.2    | 0.1   | -    | -      | 0.1   | -    | -      | 3.2   |       |        |       |       |

| 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       | 38   | 206  | 0    | 0    | 345  | 22   | 0    | 0    | 0    | 24   | 0    | 50   |
| Future Vol, veh/h        | 38   | 206  | 0    | 0    | 345  | 22   | 0    | 0    | 0    | 24   | 0    | 50   |
| 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         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow                | 41   | 224  | 0    | 0    | 375  | 24   | 0    | 0    | 0    | 26   | 0    | 54   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 399    | 0 | 0 | 224    | 0 | 0 | 720    | 705   | 224   | 693    | 693   | 387   |
| Stage 1              | -      | - | - | -      | - | - | 306    | 306   | -     | 387    | 387   | -     |
| Stage 2              | -      | - | - | -      | - | - | 414    | 399   | -     | 306    | 306   | -     |
| Critical Hdwy        | 4.13   | - | - | 4.13   | - | - | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy       | 2.227  | - | - | 2.227  | - | - | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver   | 1154   | - | - | 1339   | - | - | 342    | 360   | 813   | 356    | 366   | 659   |
| Stage 1              | -      | - | - | -      | - | - | 702    | 660   | -     | 635    | 608   | -     |
| Stage 2              | -      | - | - | -      | - | - | 614    | 600   | -     | 702    | 660   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1154   | - | - | 1339   | - | - | 304    | 345   | 813   | 345    | 351   | 659   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 304    | 345   | -     | 345    | 351   | -     |
| Stage 1              | -      | - | - | -      | - | - | 673    | 633   | -     | 609    | 608   | -     |
| Stage 2              | -      | - | - | -      | - | - | 563    | 600   | -     | 673    | 633   | -     |

| Approach             | EB  | WB | NB | SB   |
|----------------------|-----|----|----|------|
| HCM Control Delay, s | 1.3 | 0  | 0  | 13.4 |
| HCM LOS              |     |    | A  | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | -     | 1154  | -   | -   | 1339 | -   | -   | 509   |
| HCM Lane V/C Ratio    | -     | 0.036 | -   | -   | -    | -   | -   | 0.158 |
| HCM Control Delay (s) | 0     | 8.2   | 0   | -   | 0    | -   | -   | 13.4  |
| HCM Lane LOS          | A     | A     | A   | -   | A    | -   | -   | B     |
| HCM 95th %tile Q(veh) | -     | 0.1   | -   | -   | 0    | -   | -   | 0.6   |

| 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       | 52   | 492  | 0    | 0    | 325  | 38   | 0    | 0    | 0    | 46   | 0    | 50   |
| Future Vol, veh/h        | 52   | 492  | 0    | 0    | 325  | 38   | 0    | 0    | 0    | 46   | 0    | 50   |
| 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         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Mvmt Flow                | 57   | 535  | 0    | 0    | 353  | 41   | 0    | 0    | 0    | 50   | 0    | 54   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 394    | 0 | 0 | 535    | 0 | 0 | 1050   | 1043  | 535   | 1023   | 1023  | 374   |
| Stage 1              | -      | - | - | -      | - | - | 649    | 649   | -     | 374    | 374   | -     |
| Stage 2              | -      | - | - | -      | - | - | 401    | 394   | -     | 649    | 649   | -     |
| Critical Hdwy        | 4.13   | - | - | 4.13   | - | - | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy       | 2.227  | - | - | 2.227  | - | - | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver   | 1159   | - | - | 1028   | - | - | 204    | 228   | 543   | 213    | 235   | 670   |
| Stage 1              | -      | - | - | -      | - | - | 457    | 464   | -     | 645    | 616   | -     |
| Stage 2              | -      | - | - | -      | - | - | 624    | 603   | -     | 457    | 464   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1159   | - | - | 1028   | - | - | 177    | 212   | 543   | 201    | 219   | 670   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 177    | 212   | -     | 201    | 219   | -     |
| Stage 1              | -      | - | - | -      | - | - | 425    | 432   | -     | 600    | 616   | -     |
| Stage 2              | -      | - | - | -      | - | - | 573    | 603   | -     | 425    | 432   | -     |

| Approach             | EB  | WB | NB | SB   |
|----------------------|-----|----|----|------|
| HCM Control Delay, s | 0.8 | 0  | 0  | 21.9 |
| HCM LOS              |     |    | A  | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL  | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h)      | -     | 1159  | -   | -   | 1028 | -   | -   | 316   |
| HCM Lane V/C Ratio    | -     | 0.049 | -   | -   | -    | -   | -   | 0.33  |
| HCM Control Delay (s) | 0     | 8.3   | 0   | -   | 0    | -   | -   | 21.9  |
| HCM Lane LOS          | A     | A     | A   | -   | A    | -   | -   | C     |
| HCM 95th %tile Q(veh) | -     | 0.2   | -   | -   | 0    | -   | -   | 1.4   |

| 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       | 40     | 228  | 0    | 0      | 388  | 35   | 0      | 0     | 0     | 47     | 0     | 51    |
| Future Vol, veh/h        | 40     | 228  | 0    | 0      | 388  | 35   | 0      | 0     | 0     | 47     | 0     | 51    |
| 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         | 92     | 92   | 92   | 92     | 92   | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 3      | 3    | 3    | 3      | 3    | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                | 43     | 248  | 0    | 0      | 422  | 38   | 0      | 0     | 0     | 51     | 0     | 55    |
|                          |        |      |      |        |      |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |      |      | Major2 |      |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 460    | 0    | 0    | 248    | 0    | 0    | 803    | 794   | 248   | 775    | 775   | 441   |
| Stage 1                  | -      | -    | -    | -      | -    | -    | 334    | 334   | -     | 441    | 441   | -     |
| Stage 2                  | -      | -    | -    | -      | -    | -    | 469    | 460   | -     | 334    | 334   | -     |
| Critical Hdwy            | 4.13   | -    | -    | 4.13   | -    | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1      | -      | -    | -    | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2      | -      | -    | -    | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy           | 2.227  | -    | -    | 2.227  | -    | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver       | 1096   | -    | -    | 1312   | -    | -    | 301    | 320   | 788   | 314    | 328   | 614   |
| Stage 1                  | -      | -    | -    | -      | -    | -    | 678    | 641   | -     | 593    | 575   | -     |
| Stage 2                  | -      | -    | -    | -      | -    | -    | 573    | 564   | -     | 678    | 641   | -     |
| Platoon blocked, %       |        | -    | -    |        | -    | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1096   | -    | -    | 1312   | -    | -    | 264    | 306   | 788   | 303    | 313   | 614   |
| Mov Cap-2 Maneuver       | -      | -    | -    | -      | -    | -    | 264    | 306   | -     | 303    | 313   | -     |
| Stage 1                  | -      | -    | -    | -      | -    | -    | 647    | 612   | -     | 566    | 575   | -     |
| Stage 2                  | -      | -    | -    | -      | -    | -    | 521    | 564   | -     | 647    | 612   | -     |
|                          |        |      |      |        |      |      |        |       |       |        |       |       |
|                          |        |      |      |        |      |      |        |       |       |        |       |       |
| Approach                 | EB     |      |      | WB     |      |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 1.3    |      |      | 0      |      |      | 0      |       |       | 16.8   |       |       |
| HCM LOS                  |        |      |      |        |      |      | A      |       |       | C      |       |       |
|                          |        |      |      |        |      |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL  | EBT  | EBR    | WBL  | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | -      | 1096 | -    | -      | 1312 | -    | -      | 411   |       |        |       |       |
| HCM Lane V/C Ratio       | -      | 0.04 | -    | -      | -    | -    | -      | 0.259 |       |        |       |       |
| HCM Control Delay (s)    | 0      | 8.4  | 0    | -      | 0    | -    | -      | 16.8  |       |        |       |       |
| HCM Lane LOS             | A      | A    | A    | -      | A    | -    | -      | C     |       |        |       |       |
| HCM 95th %tile Q(veh)    | -      | 0.1  | -    | -      | 0    | -    | -      | 1     |       |        |       |       |

| Intersection             |        |       |      |        |      |      |        |       |       |        |       |       |
|--------------------------|--------|-------|------|--------|------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh         | 3.6    |       |      |        |      |      |        |       |       |        |       |       |
| Movement                 | EBL    | EBT   | EBR  | WBL    | WBT  | WBR  | NBL    | NBT   | NBR   | SBL    | SBT   | SBR   |
| Lane Configurations      |        | ↕     |      |        | ↕    |      |        | ↕     |       |        | ↕     |       |
| Traffic Vol, veh/h       | 53     | 564   | 0    | 0      | 359  | 64   | 0      | 0     | 0     | 60     | 0     | 52    |
| Future Vol, veh/h        | 53     | 564   | 0    | 0      | 359  | 64   | 0      | 0     | 0     | 60     | 0     | 52    |
| 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         | 92     | 92    | 92   | 92     | 92   | 92   | 92     | 92    | 92    | 92     | 92    | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3    | 3      | 3    | 3    | 3      | 3     | 3     | 3      | 3     | 3     |
| Mvmt Flow                | 58     | 613   | 0    | 0      | 390  | 70   | 0      | 0     | 0     | 65     | 0     | 57    |
|                          |        |       |      |        |      |      |        |       |       |        |       |       |
| Major/Minor              | Major1 |       |      | Major2 |      |      | Minor1 |       |       | Minor2 |       |       |
| Conflicting Flow All     | 460    | 0     | 0    | 613    | 0    | 0    | 1183   | 1189  | 613   | 1154   | 1154  | 425   |
| Stage 1                  | -      | -     | -    | -      | -    | -    | 729    | 729   | -     | 425    | 425   | -     |
| Stage 2                  | -      | -     | -    | -      | -    | -    | 454    | 460   | -     | 729    | 729   | -     |
| Critical Hdwy            | 4.13   | -     | -    | 4.13   | -    | -    | 7.13   | 6.53  | 6.23  | 7.13   | 6.53  | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -    | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Critical Hdwy Stg 2      | -      | -     | -    | -      | -    | -    | 6.13   | 5.53  | -     | 6.13   | 5.53  | -     |
| Follow-up Hdwy           | 2.227  | -     | -    | 2.227  | -    | -    | 3.527  | 4.027 | 3.327 | 3.527  | 4.027 | 3.327 |
| Pot Cap-1 Maneuver       | 1096   | -     | -    | 961    | -    | -    | 166    | 187   | 491   | 173    | 196   | 627   |
| Stage 1                  | -      | -     | -    | -      | -    | -    | 413    | 427   | -     | 605    | 585   | -     |
| Stage 2                  | -      | -     | -    | -      | -    | -    | 584    | 564   | -     | 413    | 427   | -     |
| Platoon blocked, %       |        | -     | -    |        | -    | -    |        |       |       |        |       |       |
| Mov Cap-1 Maneuver       | 1096   | -     | -    | 961    | -    | -    | 142    | 172   | 491   | 162    | 180   | 627   |
| Mov Cap-2 Maneuver       | -      | -     | -    | -      | -    | -    | 142    | 172   | -     | 162    | 180   | -     |
| Stage 1                  | -      | -     | -    | -      | -    | -    | 380    | 393   | -     | 557    | 585   | -     |
| Stage 2                  | -      | -     | -    | -      | -    | -    | 531    | 564   | -     | 380    | 393   | -     |
|                          |        |       |      |        |      |      |        |       |       |        |       |       |
|                          |        |       |      |        |      |      |        |       |       |        |       |       |
| Approach                 | EB     |       |      | WB     |      |      | NB     |       |       | SB     |       |       |
| HCM Control Delay, s     | 0.7    |       |      | 0      |      |      | 0      |       |       | 33     |       |       |
| HCM LOS                  |        |       |      |        |      |      | A      |       |       | D      |       |       |
|                          |        |       |      |        |      |      |        |       |       |        |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBL   | EBT  | EBR    | WBL  | WBT  | WBR    | SBLn1 |       |        |       |       |
| Capacity (veh/h)         | -      | 1096  | -    | -      | 961  | -    | -      | 247   |       |        |       |       |
| HCM Lane V/C Ratio       | -      | 0.053 | -    | -      | -    | -    | -      | 0.493 |       |        |       |       |
| HCM Control Delay (s)    | 0      | 8.5   | 0    | -      | 0    | -    | -      | 33    |       |        |       |       |
| HCM Lane LOS             | A      | A     | A    | -      | A    | -    | -      | D     |       |        |       |       |
| HCM 95th %tile Q(veh)    | -      | 0.2   | -    | -      | 0    | -    | -      | 2.5   |       |        |       |       |



| Intersection             |        |       |        |      |        |       |
|--------------------------|--------|-------|--------|------|--------|-------|
| Int Delay, s/veh         | 7.7    |       |        |      |        |       |
| Movement                 | EBT    | EBR   | WBL    | WBT  | NBL    | NBR   |
| Lane Configurations      | ↑      | ↗     |        | ↖    | ↗      | ↗     |
| Traffic Vol, veh/h       | 70     | 93    | 568    | 55   | 16     | 150   |
| Future Vol, veh/h        | 70     | 93    | 568    | 55   | 16     | 150   |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0      | 0     |
| Sign Control             | Free   | Free  | Free   | Free | Stop   | Stop  |
| RT Channelized           | -      | Yield | -      | None | -      | Yield |
| Storage Length           | -      | 100   | -      | -    | 0      | 332   |
| Veh in Median Storage, # | 0      | -     | -      | 0    | 0      | -     |
| Grade, %                 | 0      | -     | -      | 0    | 0      | -     |
| Peak Hour Factor         | 92     | 92    | 92     | 92   | 92     | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3      | 3    | 3      | 3     |
| Mvmt Flow                | 76     | 101   | 617    | 60   | 17     | 163   |
|                          |        |       |        |      |        |       |
| Major/Minor              | Major1 |       | Major2 |      | Minor1 |       |
| Conflicting Flow All     | 0      | 0     | 76     | 0    | 1370   | 76    |
| Stage 1                  | -      | -     | -      | -    | 76     | -     |
| Stage 2                  | -      | -     | -      | -    | 1294   | -     |
| Critical Hdwy            | -      | -     | 4.13   | -    | 6.43   | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -      | -    | 5.43   | -     |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | 5.43   | -     |
| Follow-up Hdwy           | -      | -     | 2.227  | -    | 3.527  | 3.327 |
| Pot Cap-1 Maneuver       | -      | -     | 1517   | -    | 161    | 982   |
| Stage 1                  | -      | -     | -      | -    | 944    | -     |
| Stage 2                  | -      | -     | -      | -    | 256    | -     |
| Platoon blocked, %       | -      | -     |        | -    |        |       |
| Mov Cap-1 Maneuver       | -      | -     | 1517   | -    | 93     | 982   |
| Mov Cap-2 Maneuver       | -      | -     | -      | -    | 93     | -     |
| Stage 1                  | -      | -     | -      | -    | 944    | -     |
| Stage 2                  | -      | -     | -      | -    | 148    | -     |
|                          |        |       |        |      |        |       |
|                          |        |       |        |      |        |       |
| Approach                 | EB     |       | WB     |      | NB     |       |
| HCM Control Delay, s     | 0      |       | 8.2    |      | 13.5   |       |
| HCM LOS                  | B      |       |        |      |        |       |
|                          |        |       |        |      |        |       |
|                          |        |       |        |      |        |       |
| Minor Lane/Major Mvmt    | NBLn1  | NBLn2 | EBT    | EBR  | WBL    | WBT   |
| Capacity (veh/h)         | 93     | 982   | -      | -    | 1517   | -     |
| HCM Lane V/C Ratio       | 0.187  | 0.166 | -      | -    | 0.407  | -     |
| HCM Control Delay (s)    | 52.4   | 9.4   | -      | -    | 9      | 0     |
| HCM Lane LOS             | F      | A     | -      | -    | A      | A     |
| HCM 95th %tile Q(veh)    | 0.6    | 0.6   | -      | -    | 2      | -     |

Intersection

Int Delay, s/veh 10.9

| Movement                 | EBT  | EBR   | WBL  | WBT  | NBL  | NBR   |
|--------------------------|------|-------|------|------|------|-------|
| Lane Configurations      | ↑    | ↑     |      | ↑    | ↑    | ↑     |
| Traffic Vol, veh/h       | 173  | 80    | 323  | 44   | 57   | 508   |
| Future Vol, veh/h        | 173  | 80    | 323  | 44   | 57   | 508   |
| Conflicting Peds, #/hr   | 0    | 0     | 0    | 0    | 0    | 0     |
| Sign Control             | Free | Free  | Free | Free | Stop | Stop  |
| RT Channelized           | -    | Yield | -    | None | -    | Yield |
| Storage Length           | -    | 100   | -    | -    | 0    | 332   |
| Veh in Median Storage, # | 0    | -     | -    | 0    | 0    | -     |
| Grade, %                 | 0    | -     | -    | 0    | 0    | -     |
| Peak Hour Factor         | 92   | 92    | 92   | 92   | 92   | 92    |
| Heavy Vehicles, %        | 3    | 3     | 3    | 3    | 3    | 3     |
| Mvmt Flow                | 188  | 87    | 351  | 48   | 62   | 552   |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 188    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.13   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.227  |
| Pot Cap-1 Maneuver   | -      | -      | 1380   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1380   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 7.5 | 17.9 |
| HCM LOS              |    |     | C    |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 216   | 851   | -   | -   | 1380  | -   |
| HCM Lane V/C Ratio    | 0.287 | 0.649 | -   | -   | 0.254 | -   |
| HCM Control Delay (s) | 28.2  | 16.7  | -   | -   | 8.5   | 0   |
| HCM Lane LOS          | D     | C     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 1.1   | 4.9   | -   | -   | 1     | -   |

HCM 6th TWSC  
24: Little Chicago Rd & 211th St

Future AM Peak

| Intersection             |        |       |        |      |        |       |
|--------------------------|--------|-------|--------|------|--------|-------|
| Int Delay, s/veh         | 8.2    |       |        |      |        |       |
| Movement                 | EBT    | EBR   | WBL    | WBT  | NBL    | NBR   |
| Lane Configurations      | ↑      | ↗     |        | ↖    | ↗      | ↗     |
| Traffic Vol, veh/h       | 72     | 106   | 612    | 55   | 18     | 172   |
| Future Vol, veh/h        | 72     | 106   | 612    | 55   | 18     | 172   |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0      | 0     |
| Sign Control             | Free   | Free  | Free   | Free | Stop   | Stop  |
| RT Channelized           | -      | Yield | -      | None | -      | Yield |
| Storage Length           | -      | 100   | -      | -    | 0      | 332   |
| Veh in Median Storage, # | 0      | -     | -      | 0    | 0      | -     |
| Grade, %                 | 0      | -     | -      | 0    | 0      | -     |
| Peak Hour Factor         | 92     | 92    | 92     | 92   | 92     | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3      | 3    | 3      | 3     |
| Mvmt Flow                | 78     | 115   | 665    | 60   | 20     | 187   |
|                          |        |       |        |      |        |       |
| Major/Minor              | Major1 |       | Major2 |      | Minor1 |       |
| Conflicting Flow All     | 0      | 0     | 78     | 0    | 1468   | 78    |
| Stage 1                  | -      | -     | -      | -    | 78     | -     |
| Stage 2                  | -      | -     | -      | -    | 1390   | -     |
| Critical Hdwy            | -      | -     | 4.13   | -    | 6.43   | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -      | -    | 5.43   | -     |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | 5.43   | -     |
| Follow-up Hdwy           | -      | -     | 2.227  | -    | 3.527  | 3.327 |
| Pot Cap-1 Maneuver       | -      | -     | 1514   | -    | 140    | 980   |
| Stage 1                  | -      | -     | -      | -    | 943    | -     |
| Stage 2                  | -      | -     | -      | -    | 230    | -     |
| Platoon blocked, %       | -      | -     |        | -    |        |       |
| Mov Cap-1 Maneuver       | -      | -     | 1514   | -    | 76     | 980   |
| Mov Cap-2 Maneuver       | -      | -     | -      | -    | 76     | -     |
| Stage 1                  | -      | -     | -      | -    | 943    | -     |
| Stage 2                  | -      | -     | -      | -    | 126    | -     |
|                          |        |       |        |      |        |       |
| Approach                 | EB     |       | WB     |      | NB     |       |
| HCM Control Delay, s     | 0      |       | 8.5    |      | 15.1   |       |
| HCM LOS                  | C      |       |        |      |        |       |
|                          |        |       |        |      |        |       |
| Minor Lane/Major Mvmt    | NBLn1  | NBLn2 | EBT    | EBR  | WBL    | WBT   |
| Capacity (veh/h)         | 76     | 980   | -      | -    | 1514   | -     |
| HCM Lane V/C Ratio       | 0.257  | 0.191 | -      | -    | 0.439  | -     |
| HCM Control Delay (s)    | 68.1   | 9.5   | -      | -    | 9.2    | 0     |
| HCM Lane LOS             | F      | A     | -      | -    | A      | A     |
| HCM 95th %tile Q(veh)    | 0.9    | 0.7   | -      | -    | 2.3    | -     |

HCM 6th TWSC  
24: Little Chicago Rd & 211th St

Future PM Peak

| Intersection             |        |       |        |      |        |       |
|--------------------------|--------|-------|--------|------|--------|-------|
| Int Delay, s/veh         | 13.2   |       |        |      |        |       |
| Movement                 | EBT    | EBR   | WBL    | WBT  | NBL    | NBR   |
| Lane Configurations      | ↑      | ↗     |        | ↖    | ↗      | ↖     |
| Traffic Vol, veh/h       | 180    | 89    | 359    | 44   | 69     | 574   |
| Future Vol, veh/h        | 180    | 89    | 359    | 44   | 69     | 574   |
| Conflicting Peds, #/hr   | 0      | 0     | 0      | 0    | 0      | 0     |
| Sign Control             | Free   | Free  | Free   | Free | Stop   | Stop  |
| RT Channelized           | -      | Yield | -      | None | -      | Yield |
| Storage Length           | -      | 100   | -      | -    | 0      | 332   |
| Veh in Median Storage, # | 0      | -     | -      | 0    | 0      | -     |
| Grade, %                 | 0      | -     | -      | 0    | 0      | -     |
| Peak Hour Factor         | 92     | 92    | 92     | 92   | 92     | 92    |
| Heavy Vehicles, %        | 3      | 3     | 3      | 3    | 3      | 3     |
| Mvmt Flow                | 196    | 97    | 390    | 48   | 75     | 624   |
|                          |        |       |        |      |        |       |
| Major/Minor              | Major1 |       | Major2 |      | Minor1 |       |
| Conflicting Flow All     | 0      | 0     | 196    | 0    | 1024   | 196   |
| Stage 1                  | -      | -     | -      | -    | 196    | -     |
| Stage 2                  | -      | -     | -      | -    | 828    | -     |
| Critical Hdwy            | -      | -     | 4.13   | -    | 6.43   | 6.23  |
| Critical Hdwy Stg 1      | -      | -     | -      | -    | 5.43   | -     |
| Critical Hdwy Stg 2      | -      | -     | -      | -    | 5.43   | -     |
| Follow-up Hdwy           | -      | -     | 2.227  | -    | 3.527  | 3.327 |
| Pot Cap-1 Maneuver       | -      | -     | 1371   | -    | 260    | 843   |
| Stage 1                  | -      | -     | -      | -    | 835    | -     |
| Stage 2                  | -      | -     | -      | -    | 427    | -     |
| Platoon blocked, %       | -      | -     |        | -    |        |       |
| Mov Cap-1 Maneuver       | -      | -     | 1371   | -    | 184    | 843   |
| Mov Cap-2 Maneuver       | -      | -     | -      | -    | 184    | -     |
| Stage 1                  | -      | -     | -      | -    | 835    | -     |
| Stage 2                  | -      | -     | -      | -    | 302    | -     |
|                          |        |       |        |      |        |       |
|                          |        |       |        |      |        |       |
| Approach                 | EB     |       | WB     |      | NB     |       |
| HCM Control Delay, s     | 0      |       | 7.7    |      | 22.2   |       |
| HCM LOS                  | C      |       |        |      |        |       |
|                          |        |       |        |      |        |       |
|                          |        |       |        |      |        |       |
| Minor Lane/Major Mvmt    | NBLn1  | NBLn2 | EBT    | EBR  | WBL    | WBT   |
| Capacity (veh/h)         | 184    | 843   | -      | -    | 1371   | -     |
| HCM Lane V/C Ratio       | 0.408  | 0.74  | -      | -    | 0.285  | -     |
| HCM Control Delay (s)    | 37.4   | 20.4  | -      | -    | 8.7    | 0     |
| HCM Lane LOS             | E      | C     | -      | -    | A      | A     |
| HCM 95th %tile Q(veh)    | 1.8    | 6.8   | -      | -    | 1.2    | -     |

| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 5.3   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    |       | NB    | SB    |
| Entry Lanes                 | 2     |       | 1     | 1     |
| Conflicting Circle Lanes    | 1     |       | 1     | 1     |
| Adj Approach Flow, veh/h    | 525   |       | 123   | 219   |
| Demand Flow Rate, veh/h     | 541   |       | 127   | 225   |
| Vehicles Circulating, veh/h | 111   |       | 76    | 102   |
| Vehicles Exiting, veh/h     | 216   |       | 576   | 101   |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     | 0     |
| Ped Cap Adj                 | 1.000 |       | 1.000 | 1.000 |
| Approach Delay, s/veh       | 5.9   |       | 3.7   | 4.5   |
| Approach LOS                | A     |       | A     | A     |
| Lane                        | Left  | Right | Left  | Left  |
| Designated Moves            | L     | TR    | LT    | TR    |
| Assumed Moves               | L     | TR    | LT    | TR    |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 0.140 | 0.860 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.609 | 2.609 |
| Critical Headway, s         | 4.544 | 4.544 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 76    | 465   | 127   | 225   |
| Cap Entry Lane, veh/h       | 1284  | 1284  | 1277  | 1244  |
| Entry HV Adj Factor         | 0.974 | 0.970 | 0.971 | 0.972 |
| Flow Entry, veh/h           | 74    | 451   | 123   | 219   |
| Cap Entry, veh/h            | 1250  | 1245  | 1239  | 1209  |
| V/C Ratio                   | 0.059 | 0.362 | 0.099 | 0.181 |
| Control Delay, s/veh        | 3.4   | 6.3   | 3.7   | 4.5   |
| LOS                         | A     | A     | A     | A     |
| 95th %tile Queue, veh       | 0     | 2     | 0     | 1     |

|                             |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection                |       |       |       |       |
| Intersection Delay, s/veh   | 7.7   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    |       | NB    | SB    |
| Entry Lanes                 | 2     |       | 1     | 1     |
| Conflicting Circle Lanes    | 1     |       | 1     | 1     |
| Adj Approach Flow, veh/h    | 510   |       | 648   | 194   |
| Demand Flow Rate, veh/h     | 526   |       | 667   | 200   |
| Vehicles Circulating, veh/h | 99    |       | 160   | 494   |
| Vehicles Exiting, veh/h     | 595   |       | 465   | 333   |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     | 0     |
| Ped Cap Adj                 | 1.000 |       | 1.000 | 1.000 |
| Approach Delay, s/veh       | 4.9   |       | 10.1  | 7.0   |
| Approach LOS                | A     |       | B     | A     |
| Lane                        | Left  | Right | Left  | Left  |
| Designated Moves            | L     | TR    | LT    | TR    |
| Assumed Moves               | L     | TR    | LT    | TR    |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 0.304 | 0.696 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.609 | 2.609 |
| Critical Headway, s         | 4.544 | 4.544 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 160   | 366   | 667   | 200   |
| Cap Entry Lane, veh/h       | 1298  | 1298  | 1172  | 834   |
| Entry HV Adj Factor         | 0.969 | 0.970 | 0.971 | 0.971 |
| Flow Entry, veh/h           | 155   | 355   | 648   | 194   |
| Cap Entry, veh/h            | 1257  | 1259  | 1139  | 809   |
| V/C Ratio                   | 0.123 | 0.282 | 0.569 | 0.240 |
| Control Delay, s/veh        | 3.9   | 5.4   | 10.1  | 7.0   |
| LOS                         | A     | A     | B     | A     |
| 95th %tile Queue, veh       | 0     | 1     | 4     | 1     |

|                             |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection                |       |       |       |       |
| Intersection Delay, s/veh   | 9.5   |       |       |       |
| Intersection LOS            | A     |       |       |       |
| Approach                    | EB    |       | NB    | SB    |
| Entry Lanes                 | 2     |       | 1     | 1     |
| Conflicting Circle Lanes    | 1     |       | 1     | 1     |
| Adj Approach Flow, veh/h    | 934   |       | 237   | 233   |
| Demand Flow Rate, veh/h     | 962   |       | 244   | 240   |
| Vehicles Circulating, veh/h | 119   |       | 81    | 215   |
| Vehicles Exiting, veh/h     | 336   |       | 1000  | 110   |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     | 0     |
| Ped Cap Adj                 | 1.000 |       | 1.000 | 1.000 |
| Approach Delay, s/veh       | 11.8  |       | 4.6   | 5.4   |
| Approach LOS                | B     |       | A     | A     |
| Lane                        | Left  | Right | Left  | Left  |
| Designated Moves            | L     | TR    | LT    | TR    |
| Assumed Moves               | L     | TR    | LT    | TR    |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 0.084 | 0.916 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.609 | 2.609 |
| Critical Headway, s         | 4.544 | 4.544 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 81    | 881   | 244   | 240   |
| Cap Entry Lane, veh/h       | 1274  | 1274  | 1270  | 1108  |
| Entry HV Adj Factor         | 0.975 | 0.970 | 0.972 | 0.969 |
| Flow Entry, veh/h           | 79    | 855   | 237   | 233   |
| Cap Entry, veh/h            | 1243  | 1237  | 1235  | 1074  |
| V/C Ratio                   | 0.064 | 0.691 | 0.192 | 0.217 |
| Control Delay, s/veh        | 3.4   | 12.6  | 4.6   | 5.4   |
| LOS                         | A     | B     | A     | A     |
| 95th %tile Queue, veh       | 0     | 6     | 1     | 1     |

| Intersection                |       |       |       |       |
|-----------------------------|-------|-------|-------|-------|
| Intersection Delay, s/veh   | 31.5  |       |       |       |
| Intersection LOS            | D     |       |       |       |
| Approach                    | EB    |       | NB    | SB    |
| Entry Lanes                 | 2     |       | 1     | 1     |
| Conflicting Circle Lanes    | 1     |       | 1     | 1     |
| Adj Approach Flow, veh/h    | 829   |       | 1143  | 210   |
| Demand Flow Rate, veh/h     | 854   |       | 1177  | 216   |
| Vehicles Circulating, veh/h | 105   |       | 177   | 996   |
| Vehicles Exiting, veh/h     | 1107  |       | 782   | 358   |
| Ped Vol Crossing Leg, #/h   | 0     |       | 0     | 0     |
| Ped Cap Adj                 | 1.000 |       | 1.000 | 1.000 |
| Approach Delay, s/veh       | 7.7   |       | 51.9  | 15.1  |
| Approach LOS                | A     |       | F     | C     |
| Lane                        | Left  | Right | Left  | Left  |
| Designated Moves            | L     | TR    | LT    | TR    |
| Assumed Moves               | L     | TR    | LT    | TR    |
| RT Channelized              |       |       |       |       |
| Lane Util                   | 0.207 | 0.793 | 1.000 | 1.000 |
| Follow-Up Headway, s        | 2.535 | 2.535 | 2.609 | 2.609 |
| Critical Headway, s         | 4.544 | 4.544 | 4.976 | 4.976 |
| Entry Flow, veh/h           | 177   | 677   | 1177  | 216   |
| Cap Entry Lane, veh/h       | 1291  | 1291  | 1152  | 500   |
| Entry HV Adj Factor         | 0.972 | 0.970 | 0.971 | 0.972 |
| Flow Entry, veh/h           | 172   | 657   | 1143  | 210   |
| Cap Entry, veh/h            | 1254  | 1253  | 1118  | 486   |
| V/C Ratio                   | 0.137 | 0.525 | 1.022 | 0.432 |
| Control Delay, s/veh        | 4.0   | 8.6   | 51.9  | 15.1  |
| LOS                         | A     | A     | F     | C     |
| 95th %tile Queue, veh       | 0     | 3     | 22    | 2     |



| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.8                                                                               |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 29                                                                                | 81       | 66                                                                                | 29     | 336   | 234                                                                               |
| Future Vol, veh/h        | 29                                                                                | 81       | 66                                                                                | 29     | 336   | 234                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92     | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3      | 3     | 3                                                                                 |
| Mvmt Flow                | 32                                                                                | 88       | 72                                                                                | 32     | 365   | 254                                                                               |
|                          |                                                                                   |          |                                                                                   |        |       |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 1072                                                                              | 88       | 0                                                                                 | 0      | 104   | 0                                                                                 |
| Stage 1                  | 88                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 984                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -      | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -      | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 243                                                                               | 968      | -                                                                                 | -      | 1481  | -                                                                                 |
| Stage 1                  | 933                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 361                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 173                                                                               | 968      | -                                                                                 | -      | 1481  | -                                                                                 |
| Mov Cap-2 Maneuver       | 173                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 933                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 257                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |       |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 16.3                                                                              | 0        |                                                                                   | 4.8    |       |                                                                                   |
| HCM LOS                  | C                                                                                 |          |                                                                                   |        |       |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 438                                                                               | 1481   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.273                                                                             | 0.247  | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 16.3                                                                              | 8.2    | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | C                                                                                 | A      | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 1.1                                                                               | 1      | -     |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 45.2                                                                              |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 55                                                                                | 345      | 389                                                                               | 124    | 282   | 235                                                                               |
| Future Vol, veh/h        | 55                                                                                | 345      | 389                                                                               | 124    | 282   | 235                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92     | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3      | 3     | 3                                                                                 |
| Mvmt Flow                | 60                                                                                | 375      | 423                                                                               | 135    | 307   | 255                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 1360                                                                              | 491      | 0                                                                                 | 0      | 558   | 0                                                                                 |
| Stage 1                  | 491                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 869                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -      | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -      | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 163                                                                               | 575      | -                                                                                 | -      | 1008  | -                                                                                 |
| Stage 1                  | 613                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 409                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 105                                                                               | 575      | -                                                                                 | -      | 1008  | -                                                                                 |
| Mov Cap-2 Maneuver       | 105                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 613                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 264                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 154.6                                                                             | 0        |                                                                                   | 5.5    |       |                                                                                   |
| HCM LOS                  | F                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        |                                                                                   | 356    | 1008  |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        |                                                                                   | 1.221  | 0.304 |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        |                                                                                   | 154.6  | 10.1  |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        |                                                                                   | F      | B     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        |                                                                                   | 18.6   | 1.3   |                                                                                   |

# HCM 6th Signalized Intersection Summary 26: Hague Rd & 206th St

Existing AM Peak  
Mitigated - Final

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations          |  |  |  |                                                                                   |  |  |
| Traffic Volume (veh/h)       | 29                                                                                | 81                                                                                | 66                                                                                | 29                                                                                | 336                                                                               | 234                                                                               |
| Future Volume (veh/h)        | 29                                                                                | 81                                                                                | 66                                                                                | 29                                                                                | 336                                                                               | 234                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 32                                                                                | 88                                                                                | 72                                                                                | 32                                                                                | 365                                                                               | 254                                                                               |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 377                                                                               | 622                                                                               | 337                                                                               | 150                                                                               | 787                                                                               | 1026                                                                              |
| Arrive On Green              | 0.21                                                                              | 0.21                                                                              | 0.28                                                                              | 0.28                                                                              | 0.18                                                                              | 0.55                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1572                                                                              | 1217                                                                              | 541                                                                               | 1767                                                                              | 1856                                                                              |
| Grp Volume(v), veh/h         | 32                                                                                | 88                                                                                | 0                                                                                 | 104                                                                               | 365                                                                               | 254                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1572                                                                              | 0                                                                                 | 1758                                                                              | 1767                                                                              | 1856                                                                              |
| Q Serve(g_s), s              | 0.6                                                                               | 1.5                                                                               | 0.0                                                                               | 1.9                                                                               | 5.5                                                                               | 3.0                                                                               |
| Cycle Q Clear(g_c), s        | 0.6                                                                               | 1.5                                                                               | 0.0                                                                               | 1.9                                                                               | 5.5                                                                               | 3.0                                                                               |
| Prop In Lane                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.31                                                                              | 1.00                                                                              |                                                                                   |
| Lane Grp Cap(c), veh/h       | 377                                                                               | 622                                                                               | 0                                                                                 | 487                                                                               | 787                                                                               | 1026                                                                              |
| V/C Ratio(X)                 | 0.08                                                                              | 0.14                                                                              | 0.00                                                                              | 0.21                                                                              | 0.46                                                                              | 0.25                                                                              |
| Avail Cap(c_a), veh/h        | 496                                                                               | 728                                                                               | 0                                                                                 | 535                                                                               | 920                                                                               | 1216                                                                              |
| HCM Platoon Ratio            | 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                                                                              |
| Uniform Delay (d), s/veh     | 13.5                                                                              | 8.3                                                                               | 0.0                                                                               | 11.9                                                                              | 6.8                                                                               | 5.0                                                                               |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 0.1                                                                               | 0.0                                                                               | 0.2                                                                               | 0.4                                                                               | 0.1                                                                               |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.2                                                                               | 0.4                                                                               | 0.0                                                                               | 0.6                                                                               | 1.1                                                                               | 0.6                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 13.6                                                                              | 8.4                                                                               | 0.0                                                                               | 12.1                                                                              | 7.3                                                                               | 5.1                                                                               |
| LnGrp LOS                    | B                                                                                 | A                                                                                 |                                                                                   | B                                                                                 | A                                                                                 | A                                                                                 |
| Approach Vol, veh/h          | 120                                                                               |                                                                                   | 104                                                                               |                                                                                   |                                                                                   | 619                                                                               |
| Approach Delay, s/veh        | 9.8                                                                               |                                                                                   | 12.1                                                                              |                                                                                   |                                                                                   | 6.4                                                                               |
| Approach LOS                 | A                                                                                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s     | 11.8                                                                              | 16.8                                                                              |                                                                                   |                                                                                   | 28.6                                                                              | 14.1                                                                              |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Max Green Setting (Gmax), s  | 11.0                                                                              | 13.0                                                                              |                                                                                   |                                                                                   | 28.0                                                                              | 12.0                                                                              |
| Max Q Clear Time (g_c+I1), s | 7.5                                                                               | 3.9                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 3.5                                                                               |
| Green Ext Time (p_c), s      | 0.4                                                                               | 0.2                                                                               |                                                                                   |                                                                                   | 1.3                                                                               | 0.2                                                                               |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay, s/veh    |                                                                                   |                                                                                   | 7.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |

# HCM 6th Signalized Intersection Summary 26: Hague Rd & 206th St

Existing PM Peak  
Mitigated - Final

|                              |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Movement                     | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations          |  |  |  |                                                                                   |  |  |
| Traffic Volume (veh/h)       | 55                                                                                | 345                                                                               | 389                                                                               | 124                                                                               | 282                                                                               | 235                                                                               |
| Future Volume (veh/h)        | 55                                                                                | 345                                                                               | 389                                                                               | 124                                                                               | 282                                                                               | 235                                                                               |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |
| Work Zone On Approach        | No                                                                                |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |
| Adj Sat Flow, veh/h/ln       | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              | 1856                                                                              |
| Adj Flow Rate, veh/h         | 60                                                                                | 375                                                                               | 423                                                                               | 135                                                                               | 307                                                                               | 255                                                                               |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Percent Heavy Veh, %         | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 | 3                                                                                 |
| Cap, veh/h                   | 405                                                                               | 578                                                                               | 491                                                                               | 157                                                                               | 445                                                                               | 1075                                                                              |
| Arrive On Green              | 0.23                                                                              | 0.23                                                                              | 0.36                                                                              | 0.36                                                                              | 0.14                                                                              | 0.58                                                                              |
| Sat Flow, veh/h              | 1767                                                                              | 1572                                                                              | 1348                                                                              | 430                                                                               | 1767                                                                              | 1856                                                                              |
| Grp Volume(v), veh/h         | 60                                                                                | 375                                                                               | 0                                                                                 | 558                                                                               | 307                                                                               | 255                                                                               |
| Grp Sat Flow(s),veh/h/ln     | 1767                                                                              | 1572                                                                              | 0                                                                                 | 1778                                                                              | 1767                                                                              | 1856                                                                              |
| Q Serve(g_s), s              | 1.4                                                                               | 10.4                                                                              | 0.0                                                                               | 15.2                                                                              | 5.0                                                                               | 3.5                                                                               |
| Cycle Q Clear(g_c), s        | 1.4                                                                               | 10.4                                                                              | 0.0                                                                               | 15.2                                                                              | 5.0                                                                               | 3.5                                                                               |
| Prop In Lane                 | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.24                                                                              | 1.00                                                                              |                                                                                   |
| Lane Grp Cap(c), veh/h       | 405                                                                               | 578                                                                               | 0                                                                                 | 648                                                                               | 445                                                                               | 1075                                                                              |
| V/C Ratio(X)                 | 0.15                                                                              | 0.65                                                                              | 0.00                                                                              | 0.86                                                                              | 0.69                                                                              | 0.24                                                                              |
| Avail Cap(c_a), veh/h        | 405                                                                               | 578                                                                               | 0                                                                                 | 816                                                                               | 538                                                                               | 1348                                                                              |
| HCM Platoon Ratio            | 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                                                                              |
| Uniform Delay (d), s/veh     | 16.1                                                                              | 13.7                                                                              | 0.0                                                                               | 15.4                                                                              | 10.5                                                                              | 5.4                                                                               |
| Incr Delay (d2), s/veh       | 0.2                                                                               | 2.5                                                                               | 0.0                                                                               | 7.7                                                                               | 2.9                                                                               | 0.1                                                                               |
| Initial Q Delay(d3), s/veh   | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |
| %ile BackOfQ(50%),veh/ln     | 0.5                                                                               | 3.3                                                                               | 0.0                                                                               | 6.0                                                                               | 1.5                                                                               | 0.8                                                                               |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| LnGrp Delay(d), s/veh        | 16.2                                                                              | 16.3                                                                              | 0.0                                                                               | 23.1                                                                              | 13.4                                                                              | 5.5                                                                               |
| LnGrp LOS                    | B                                                                                 | B                                                                                 |                                                                                   | C                                                                                 | B                                                                                 | A                                                                                 |
| Approach Vol, veh/h          | 435                                                                               |                                                                                   | 558                                                                               |                                                                                   |                                                                                   | 562                                                                               |
| Approach Delay, s/veh        | 16.3                                                                              |                                                                                   | 23.1                                                                              |                                                                                   |                                                                                   | 9.8                                                                               |
| Approach LOS                 | B                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | A                                                                                 |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 6                                                                                 | 8                                                                                 |
| Phs Duration (G+Y+Rc), s     | 11.2                                                                              | 24.1                                                                              |                                                                                   |                                                                                   | 35.3                                                                              | 17.0                                                                              |
| Change Period (Y+Rc), s      | 4.0                                                                               | 5.0                                                                               |                                                                                   |                                                                                   | 5.0                                                                               | 5.0                                                                               |
| Max Green Setting (Gmax), s  | 10.0                                                                              | 24.0                                                                              |                                                                                   |                                                                                   | 38.0                                                                              | 12.0                                                                              |
| Max Q Clear Time (g_c+I1), s | 7.0                                                                               | 17.2                                                                              |                                                                                   |                                                                                   | 5.5                                                                               | 12.4                                                                              |
| Green Ext Time (p_c), s      | 0.3                                                                               | 1.9                                                                               |                                                                                   |                                                                                   | 1.4                                                                               | 0.0                                                                               |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th Ctrl Delay, s/veh    |                                                                                   |                                                                                   | 16.4                                                                              |                                                                                   |                                                                                   |                                                                                   |
| HCM 6th LOS                  |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |

| Intersection             |                                                                                   |          |                                                                                   |        |       |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 16                                                                                |          |                                                                                   |        |       |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL   | SBT                                                                               |
| Lane Configurations      |  |          |  |        |       |  |
| Traffic Vol, veh/h       | 29                                                                                | 133      | 119                                                                               | 29     | 534   | 415                                                                               |
| Future Vol, veh/h        | 29                                                                                | 133      | 119                                                                               | 29     | 534   | 415                                                                               |
| 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         | 92                                                                                | 92       | 92                                                                                | 92     | 92    | 92                                                                                |
| Heavy Vehicles, %        | 3                                                                                 | 3        | 3                                                                                 | 3      | 3     | 3                                                                                 |
| Mvmt Flow                | 32                                                                                | 145      | 129                                                                               | 32     | 580   | 451                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |       |                                                                                   |
| Conflicting Flow All     | 1756                                                                              | 145      | 0                                                                                 | 0      | 161   | 0                                                                                 |
| Stage 1                  | 145                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 1611                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy            | 6.43                                                                              | 6.23     | -                                                                                 | -      | 4.13  | -                                                                                 |
| Critical Hdwy Stg 1      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Critical Hdwy Stg 2      | 5.43                                                                              | -        | -                                                                                 | -      | -     | -                                                                                 |
| Follow-up Hdwy           | 3.527                                                                             | 3.327    | -                                                                                 | -      | 2.227 | -                                                                                 |
| Pot Cap-1 Maneuver       | 93                                                                                | 900      | -                                                                                 | -      | 1412  | -                                                                                 |
| Stage 1                  | 880                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 179                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |       | -                                                                                 |
| Mov Cap-1 Maneuver       | 42                                                                                | 900      | -                                                                                 | -      | 1412  | -                                                                                 |
| Mov Cap-2 Maneuver       | 42                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 1                  | 880                                                                               | -        | -                                                                                 | -      | -     | -                                                                                 |
| Stage 2                  | 81                                                                                | -        | -                                                                                 | -      | -     | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |       |                                                                                   |
| HCM Control Delay, s     | 93.6                                                                              | 0        |                                                                                   | 5.2    |       |                                                                                   |
| HCM LOS                  | F                                                                                 |          |                                                                                   |        |       |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | - 193    |                                                                                   | 1412   | -     |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | - 0.912  |                                                                                   | 0.411  | -     |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | - 93.6   |                                                                                   | 9.3    | 0     |                                                                                   |
| HCM Lane LOS             | -                                                                                 | - F      |                                                                                   | A      | A     |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | - 7.1    |                                                                                   | 2.1    | -     |                                                                                   |