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 though coordination with planning and development activities; (v) support economic vitality though 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 fi 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 23rd day of April, 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
Evelyn L. Lees, City Clerk

Presented by me to the Mayor of the City of Noblesville, Indiana, this 23rd day of April, 2024 at 8:10 P.M.

Evelyn L. Lees
Evelyn L. Lees, City Clerk

MAYOR'S APPROVAL

Chris Jensen, Mayor

4-23-24
Date

MAYOR'S VETO

Chris Jensen, Mayor

Date

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

CITY OF NOBLESVILLE INCORPORATED MAY 6, 1887 SEAL INDIANA

EXHIBIT A

A&F ENGINEERING
Transportation & Site Engineering
Creating Order Since 1966

8365 Keystone Crossing, Suite 201
Indianapolis, IN 46240
Phone: (317) 202-0864 Fax: (317) 202-0908

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

R. MATTHEW BROWN
REGISTERED
No.10200056
STATE
OF
INDIANA
PROFESSIONAL ENGINEER

Trevor Reich, E.I.
Traffic Engineer

Danah AlAwadhi, E.I.
Traffic Engineer

Sri Gayatri Kesara
Traffic Engineer Technician

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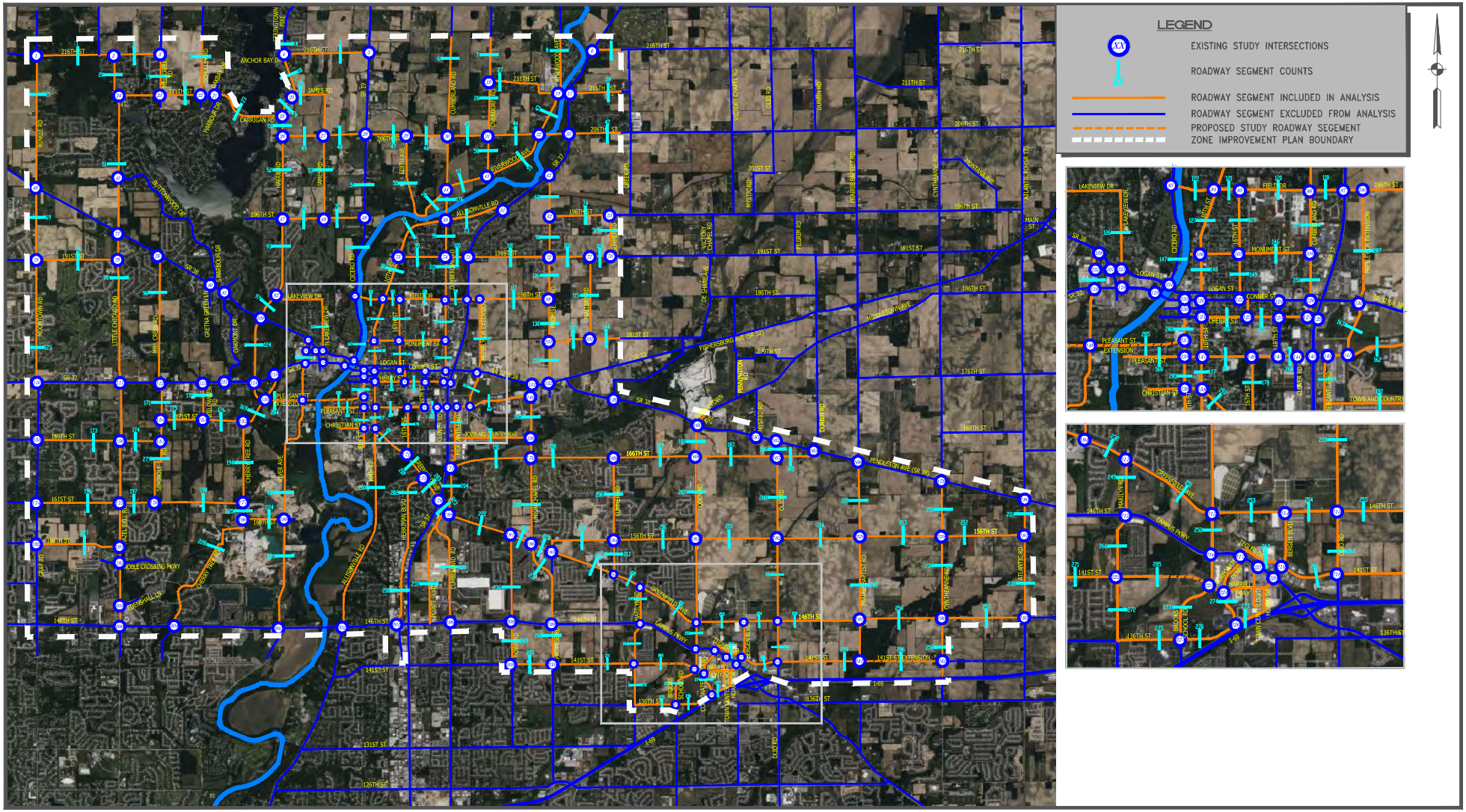

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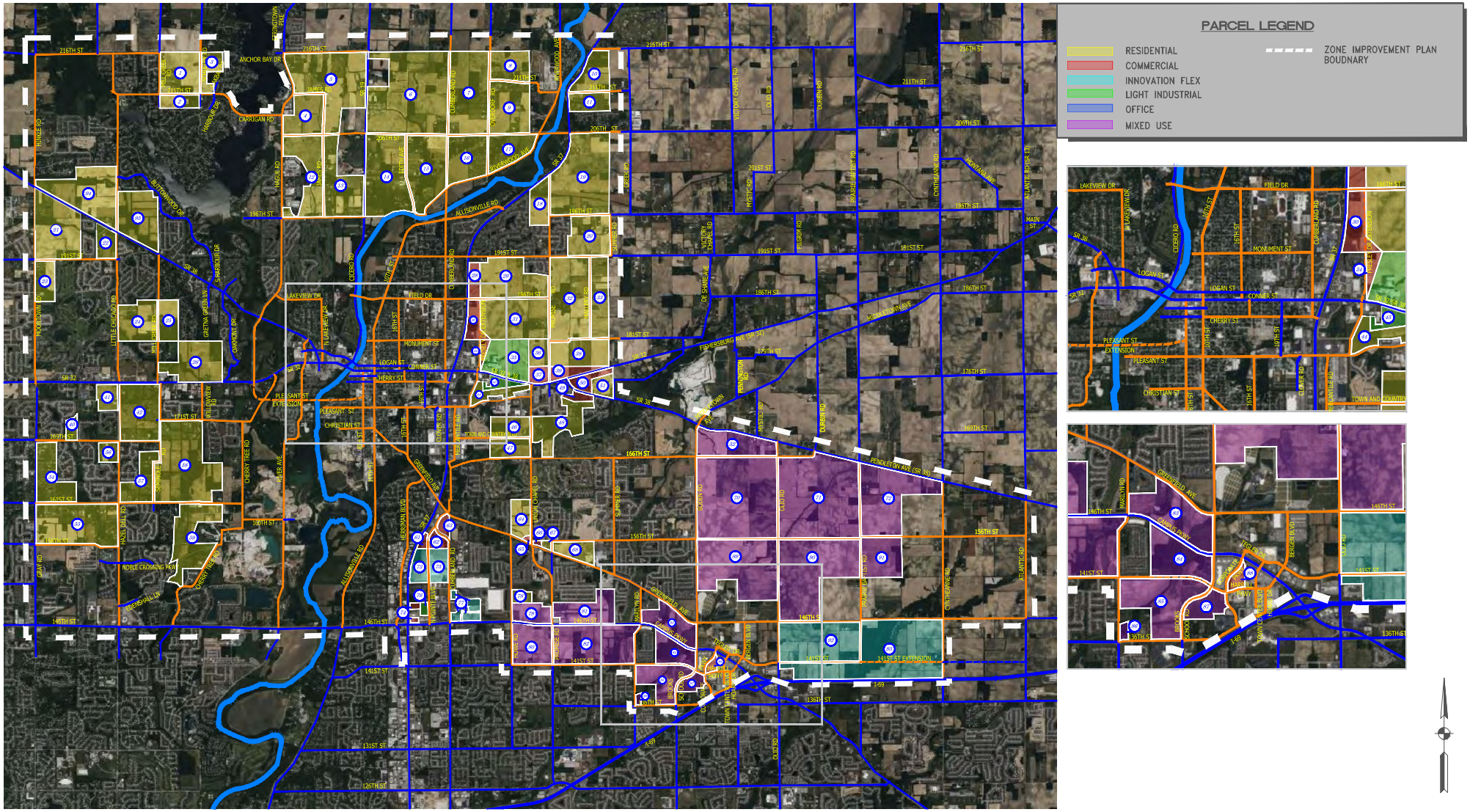
CITY OF NOBLESVILLE
ZONE IMPROVEMENT PLAN
STUDY AREA ROADWAY NETWORK

FIGURE 1

Z:\2023\230775-City of Noblesville, Road Impact Fee Update, Noblesville\DWG\230775-Impact Fee Map.dwg



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CITY OF NOBLESVILLE
ZONE IMPROVEMENT PLAN
VACANT LAND PARCELS

FIGURE 2

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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	**$1,193,946.51**
MVH Distribution		$888,673.95	$606,300.97	$500,963.38	$209,283.04	**$2,205,221.34**
Downtown		$0.00	$84,521.25	$830,076.80	$29,958.20	**$944,556.25**
Impact Fees		$210,380.32	$2,588,069.51	$4,186,353.12	$1,164,506.02	**$8,149,308.97**
Bonds		$475,101.76	$12,118,955.28	$14,295,165.88	$20,060,306.18	**$46,949,529.10**
LOIT		$0.00	$11,350.00	$0.00	$0.00	**$11,350.00**
Utility (Storm)		$0.00	$205,887.33	$22,174.94	$766,486.00	**$994,548.27**
TIF		$982,582.02	$1,130,048.35	$402,855.82	$463,848.52	**$2,979,334.71**
Total	**---**	**$3,337,161.60**	**$16,749,683.01**	**$20,241,090.54**	**$23,099,860.00**	**$63,427,795.15**

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 (11th Edition)*[1] 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 (11th 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).

[1] *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*[2] provides procedures, methodology, and data that can be used to estimate the number of pass-by trips generated by the retail land uses.

[2] *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*[3], 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.

[3] *PTV VISUM 2022.01-12*, PTV Group, 2022.

TABLE 2 – PLEASANT STREET EXTENSION COST SUMMARY

Construction Breakdown	Costs
Hague Road/SR 32 to 19th Street	$44,101,730
19th 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*[4]. This program allows multiple intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 6th Edition)*[5]. 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.

[4] *Synchro/SimTraffic 11*, Cubic Transportation Systems, 2021.
[5] *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:

	Control Delay (seconds/vehicle)	
Level of Service	UNSIGNALIZED	SIGNALIZED/ROUNDABOUT
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

Level of Service	Percentage of Free Flow Speed (%)	Minimum Speed (mph)
A	≥ 92	45
B	83-91.9	35
C	75-82.9	35
D	67-74.9	35
E	≤ 67	35
F	v/c ≥ 1.0	35

Level of Service Thresholds for Multilane Roadway Segments

Level of Service	Density (pc/mi/ln)	Speed (mph)
A	≤ 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	*Allisonville Rd & SR 37*	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	*191st St & SR 37*	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	*SR 38 & Mill Creek Rd*	B	D	---	---	---
77	*SR 38 & Little Chicago Rd*	D	C	---	---	---
78	191st St & Moontown Rd	B	C	---	---	---
79	191st St & Little Chicago Rd	A	A	---	---	---
80	*SR 38 & Harbour Dr*	B	B	---	---	---
81	*SR 38 & Oakmont Dr*	E	F	---	---	Future INDOT Planned 1-1 RAB
82	Hague Rd & Lakeview Dr	C	D	---	---	---
83	*Cicero Rd (SR 19) & Field Dr*	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	*186th St & SR 37*	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	*Logan St & SR 38*	B	B	---	---	---
108	*SR 38 & River Ave*	E	F	---	---	Reasonable Mitigations do not Improve LOS
109	*Hague Rd & SR 38*	B	B	---	---	---
110	*SR 32 & Moontown Rd*	C	D	---	---	---
111	*SR 32 & Little Chicago Rd*	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	*146th St & Atlantic Rd*	A	A	---	---	---
196	146th St & Cyntheanne Rd	B	B	---	---	---
197	146th St & Prairie Baptist Rd	A	A	---	---	---
198	*146th St & Promise Rd*	C	C	---	---	---
199	*146th St & Cumberland Rd*	C	C	---	---	---
201	*146th St Herriman Blvd*	B	B	---	---	---
202	*146th St & Allisonville Rd*	C	C	---	---	---
203	*146th St & River Ave*	C	C	---	---	---
204	*146th St & Cherry Tree Rd*	B	B	---	---	---
205	Hazel Dell Pkwy St & Edenshall Ln	A	B	---	---	---
206	*146th St & Hazel Dell Rd*	D	D	---	---	---
208	*146th St & Howe Rd*	C	C	---	---	---
209	*141st St & Howe Rd*	B	C	---	---	---
210	*141st St & Promise Rd*	B	B	---	---	---
211	Greenfield Ave & Marilyn Rd	C	C	---	---	---
212	*146th St & Marilyn Rd/Campus Pkwy*	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	*Campus Pkwy & Boden Rd*	C	C	---	---	---

Int. ID	Intersection	Existing LOS		Existing Mitigated LOS		Existing Mitigations/Notes
		AM	PM	AM	PM	
217	*Campus Pkwy & Corporate Pkwy*	B	B	---	---	---
218	*141st & Olio Rd*	A	A	---	---	---
219	Tegler Dr & Bergen Blvd	B	B	---	---	---
220	*Campus Pkwy & Bergen Blvd*	C	C	---	---	---
221	*Campus Pkwy & Town Center Blvd*	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	*136th St & Brooks School Rd*	A	A	---	---	---
228	156th St & Cyntheanne Rd	B	B	---	---	---
229	156th St & Prairie Baptist Rd	B	B	---	---	---
231	*SR 32 & Oakmont Dr*	C	C	---	---	---
232	Logan St & River Ave	A	C	---	---	---
233	Logan St & Lakeview Dr	B	A	---	---	---
234	*Cicero Rd (SR 19) & Logan St*	C	B	---	---	---
235	*SR 38 & 8th St*	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 or 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	*SR 38 & Hinkle Rd*	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	*196th St & SR 19*	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	*Allisonville Rd & SR 37*	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	*191st St & SR 37*	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	*SR 38 & Mill Creek Rd*	F	F	A	B	Construct 2-1 RAB
77	*SR 38 & Little Chicago Rd*	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	*SR 38 & Harbour Dr*	D	E	B	B	Add EB & WB Thru Lanes
81	*SR 38 & Oakmont Dr*	F	F	F	F	Future INDOT Planned 1-1 RAB
82	Hague Rd & Lakeview Dr	E	F	A	A	Construct 2-1 RAB
83	*Cicero Rd (SR 19) & Field Dr*	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	*186th St & SR 37*	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	*Logan St & SR 38*	C	C	---	---	Future Planned 2-1 RAB
108	*SR 38 & River Ave*	F	F	C	C	Add 2-1 RAB
109	*Hague Rd & SR 38*	E	F	C	D	Add NB LT Lane; Add EB & WB Thru Lanes; Add EB LT Lane
110	*SR 32 & Moontown Rd*	D	E	B	C	Per INDOT Plans, Construct 2-1 RAB
111	*SR 32 & Little Chicago Rd*	C	F	C	F	Per INDOT Plans, Construct 2-2 RAB
112	*SR 32 & Mill Creek Rd*	F	F	A	B	Per INDOT Plans, Construct 2-1 RAB
113	*SR 32 & Willowview Rd*	F	F	C	F	Per INDOT Plans, Add EB & WB Thru Lanes, EB LT Lane, and NB RT Lane
114	*SR 32 & Hague Rd/Pleasant St Extension*	E	F	---	---	Analyzed as planned; 2-2 RAB
115	*SR 32 & Cherry Tree Rd*	C	F	---	---	Completion of the Pleasant St Extension Will Reduce Minor Street Volumes. Therefore, no Improvements Recommended.
116	*SR 32 & River Ave*	A	B	---	---	---
117	*SR 32 & SR 38*	C	F	B	D	Reconfigure SB Approach as Left & Left/Thru/Right Shared; Add WB RT Lane
118	*SR 32 & Lakeview Dr*	B	C	---	---	---
119	*SR 32 & Cicero Rd (SR 19)*	B	E	B	D	Add EB LT Lane
120	*SR 32 & 10th St*	C	F	B	C	Add EB & WB Thru Lanes
121	Cherry St & 10th St	B	C	---	---	---
122	*SR 32 & 16th St*	B	D	---	---	---
123	Cherry St & 16th St	A	A	---	---	---
124	*Conner St & 19th St*	B	C	---	---	---
125	Cherry St & 19th St	A	A	---	---	---
126	*Conner St & Cumberland Rd*	C	D	---	---	---
127	Cherry St & Cumberland Rd	B	C	---	---	---
129	*SR 37 & Cherry St*	F	F	---	---	No Recommended Improvements Due to Limited Access
130	*SR 32 & Presley Dr (Extension)*	B	C	---	---	---
131	*SR 32 & Union Chapel Rd*	C	F	---	---	Reasonable Mitigations do not Improve LOS
132	*SR 32 & Promise Rd*	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	*SR 32 & Oakmont Dr*	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	*Cicero Rd (SR 19) & Logan St*	C	E	C	D	Add EB LT Lane
235	*SR 38 & 8th St*	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 - Schulley 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	*Cicero Rd (SR 19)*	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	*Cicero Rd (SR 19)*	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	*Cicero Rd (SR 19)*	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 - Schulley 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	*Cicero Rd (SR 19)*	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	*Cicero Rd (SR 19)*	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	*Cicero Rd (SR 19)*	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 – 19th 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	*216th St & SR 19*	$0	$1,535,000	$1,535,000
6	*216th St & SR 37*	$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	*206th St & SR 19*	$0	$1,610,000	$1,610,000
42	*SR 37 & Promise Rd*	$0	$1,535,000	$1,535,000
44	Cumberland Rd & Riverwood Ave	$0	$0	$0
46	*SR 38 & Hinkle Rd*	$0	$0	$0
49	*196th St & SR 19*	$1,535,000	$1,842,500	$307,500
51	*Allisonville Rd & SR 37*	$0	$1,842,500	$1,842,500
72	191st St & Promise Rd	$0	$3,070,000	$3,070,000
73	*191st St & SR 37*	$0	$0	$0
74	191st St & Cumberland Rd	$0	$3,070,000	$3,070,000
76	*SR 38 & Mill Creek Rd*	$0	$1,842,500	$1,842,500
77	*SR 38 & Little Chicago Rd*	$0	$530,000	$530,000
80	*SR 38 & Harbour Dr*	$0	$0	$0
81	*SR 38 & Oakmont Dr*	$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	*186th St & SR 37*	$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	*Logan St & SR 38*	$921,250*	$1,842,500	$921,250
108	*SR 38 & River Ave*	$0	$1,842,500	$1,842,500
109	*Hague Rd & SR 38*	$0	$530,000	$530,000
110	*SR 32 & Moontown Rd*	$0	$0	$0
111	*SR 32 & Little Chicago Rd*	$0	$0	$0
112	*SR 32 & Mill Creek Rd*	$0	$0	$0
113	*SR 32 & Willowview Rd*	$0	$0	$0
114	*SR 32 & Hague Rd/Pleasant St Extension*	$0***	$0***	$0
115	*SR 32 & Cherry Tree Rd*	$0	$0	$0
117	*SR 32 & SR 38*	$0	$0	$0
119	*SR 32 & Cicero Rd (SR 19)*	$0	$0	$0
120	*SR 32 & 10th St*	$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	*141st St & Howe Rd*	$0	$3,070,000	$3,070,000
210	*141st St & Promise Rd*	$0	$0	$0
211	Greenfield Ave & Marilyn Rd	$0	$3,685,000	$3,685,000
212	*146th St & Marilyn Rd/Campus Pkwy*	$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	*Campus Pkwy & Boden Rd*	$0	$530,000	$530,000
217	*Campus Pkwy & Corporate Pkwy*	$0	$1,610,000	$1,610,000
218	*141st & Olio Rd*	$0	$1,080,000	$1,080,000
219	Tegler Dr & Bergen Blvd	$0	$2,150,000	$2,150,000
220	*Campus Pkwy & Bergen Blvd*	$0	$1,610,000	$1,610,000
221	*Campus Pkwy & Town Center Blvd*	$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	*SR 32 & Oakmont Dr*	$0	$0	$0
234	*Cicero Rd (SR 19) & Logan St*	$0	$530,000	$530,000
235	*SR 38 & 8th St*	$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
Total		**$8,211,250**	**$120,135,000**	**$111,923,750**

*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

Seg. ID	Street	Location	Today's Cost	Ten-year Cost	Applicable Impact Fee
92	*Cicero Rd (SR19)*	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 – 19th St	$22,050,865*	$44,101,730**	$22,050,865
Total			**$26,645,865**	**$101,761,730**	**$75,115,865**

*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
Total Cost	**$36,137,740.00**	**$239,676,230.00**	**$203,538,490.00**

*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 (11th 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.

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

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

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
Total Road Impact Fee Cost		**$196,938,787.35**
24-Hour Trips from Vacant Land Parcel Developments		337,279
Road Impact Fee per 24-Hour Generated Trip (Equals Total Road Impact Fee Cost divided by the 24-hour trips)		**$583.90**

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.

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APPENDIX A:
INTERSECTION TRAFFIC COUNT SUMMARY

CITY OF NOBLESVILLE

MARCH 2024

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30	206th St & Cumberland Rd	21
31	206th St & Overdorf Rd	22
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78	191st St & Moontown Rd	47
79	191st St & Little Chicago Rd	48
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81	SR 38 & Oakmont Dr	50
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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
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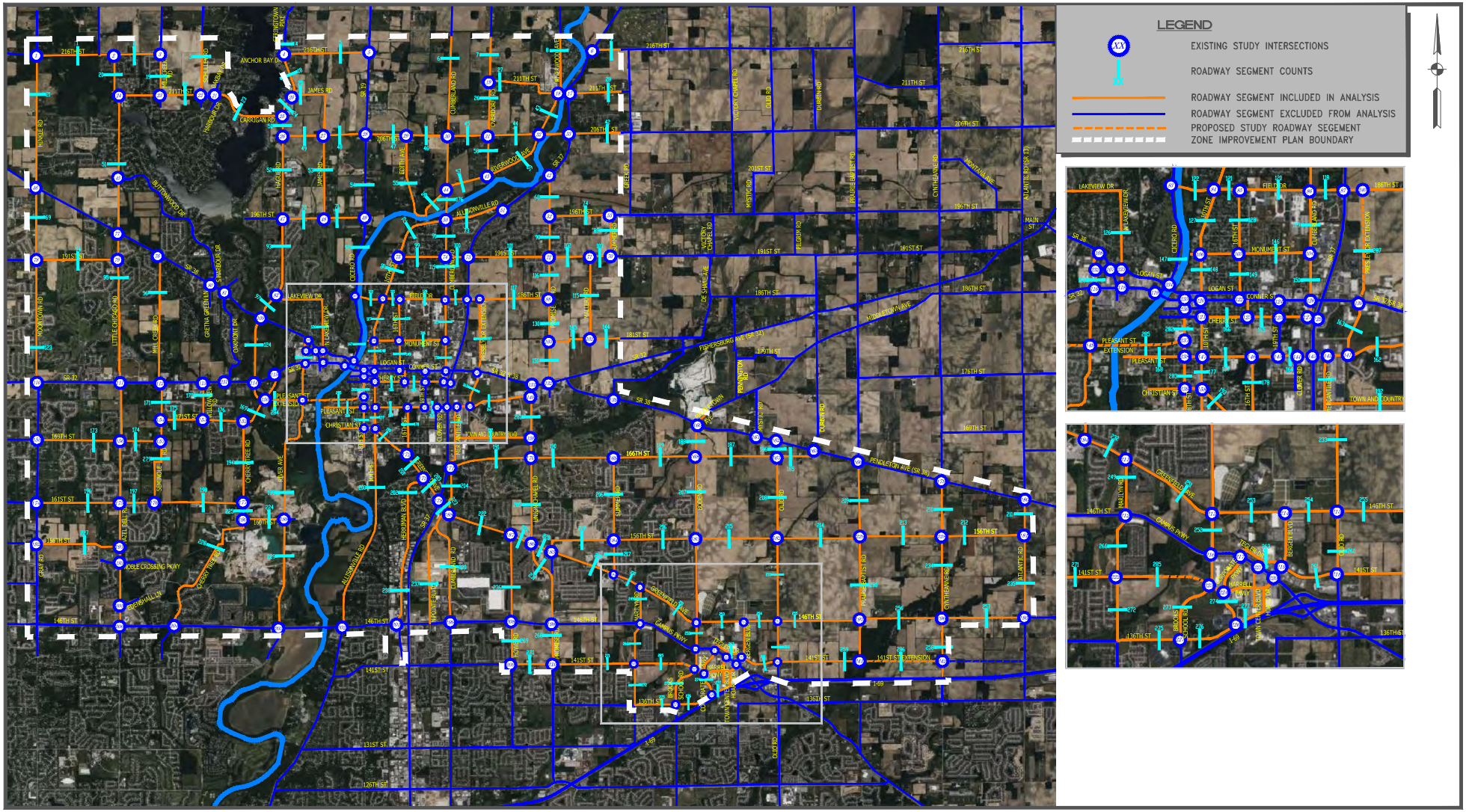

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CITY OF NOBLESVILLE
ZONE IMPROVEMENT PLAN
STUDY AREA ROADWAY NETWORK

FIGURE 1

Z:\2023\230775-City of Noblesville, Road Impact Fee Update, Noblesville\DWG\230775-Impact Fee Map.dwg

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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Thru	**Right**	**Left**	**Thru**	**Left**	**Right**	**Total**	**Total %**
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)			
	Thru	**Right**	**Left**	**Thru**	**Left**	**Right**	**Total**	**Total %**
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)			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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)			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)			
	Thru	Right	Left	Thru	Left	Thru	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Thru	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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**	
PHF	0.53	0	0	0	0	0.5	**0.74**	

Weekday, Peak PM

	North Riverwood (Southbound)		West 211th (Eastbound)		South Riverwood (Northbound)			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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**	
PHF	0.83	0.38	0	0.5	0.75	0.6	**0.73**	

19_211th St & Overdorf Rd

Weekday, Peak AM

	North Overdorf (Southbound)		East 211th (Westbound)		South Overdorf (Northbound)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Right	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Right	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	**Right**	**Left**	**Right**	**Left**	**Right**	**Total**	**Total %**
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)			
	Left	**Right**	**Left**	**Right**	**Left**	**Right**	**Total**	**Total %**
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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 Direction	South Northbound					North Southbound					West Eastbound					East 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**
Total	0	2	4	0	**6**	37	6	15	0	**58**	11	195	4	0	**210**	11	161	33	0	**205**	**479**
% Approach	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%	**-**	-
% Total	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%**	-
PHF	-	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
Lights and Motorcycles	0	2	4	0	**6**	32	5	14	0	**51**	7	188	3	0	**198**	10	154	33	0	**197**	452
% Lights and Motorcycles	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%
Heavy	0	0	0	0	**0**	5	1	1	0	**7**	4	7	1	0	**12**	1	7	0	0	**8**	27
% Heavy	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 Direction	South Northbound					North Southbound					West Eastbound					East 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**
Total	3	12	12	0	**27**	48	6	5	0	**59**	14	235	0	0	**249**	7	204	37	0	**248**	**583**
% Approach	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%	**-**	-
% Total	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%**	-
PHF	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
Lights and Motorcycles	3	12	12	0	**27**	48	6	5	0	**59**	12	224	0	0	**236**	7	203	36	0	**246**	568
% Lights and Motorcycles	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%
Heavy	0	0	0	0	**0**	0	0	0	0	**0**	2	11	0	0	**13**	0	1	1	0	**2**	15
% Heavy	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	**0.88**	

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	**0.93**	

42_SR 37 & Promise Rd

Weekday, Peak AM

	S Promise Rd (Northbound)		E SR 37 (Westbound)		W SR 37 (Eastbound)			
	Left	Right	Left	Thru	Thru	Right	Total	Total %
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)			
	Left	Right	Left	Thru	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)			
	Left	**Right**	**Thru**	**Right**	**Left**	**Thru**	**Total**	**Total %**
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)			
	Left	**Right**	**Thru**	**Right**	**Left**	**Thru**	**Total**	**Total %**
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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**	
PHF	0.7	0.91	0.49	0.56	0.86	0.54	0.67	0.69	0	0.38	0.79	0.75	**0.93**	

Weekday, Peak PM

	N Cumberland Rd (Southbound)			E Allisonville Rd (Westbound)			S Cumberland Rd (Northbound)			W Allisonville Rd (Eastbound)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)		W Allisonville Rd (Eastbound			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)		W Allisonville Rd (Eastbound			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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**	

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2023-09-07 5D0PM	:	2	0	**3**	1	:	0	**.**	:	7	0	**4**	**: 5**
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*s Ds efg RDRLi hg TDThwu, UDU-Tuvt

Intersection 70_191st St & Summer Rd

Weekday, Peak AM

	N Summer Rd (Southbound)		E 191st St (Westbound)		W 191st St (Eastbound)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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	**0.94**	

Weekday, Peak PM

	N Cumberland Rd (Southbound)			E 191st St (Westbound)			S Cumberland Rd (Northbound)			W 191st St (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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

	N Cumberland Rd (Southbound		S Cumberland Rd (Northbound		W Monument St (Eastbound)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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

	N Cumberland Rd (Southbound		S Cumberland Rd (Northbound		W Monument St (Eastbound)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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**	

107_SR_38_Logan_St

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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

Weekday, Peak AM

	N River Rd (Southbound)			E SR 38 (Westbound)			S Monterey Dr (Northbound)			W SR 38 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Total**	**Total %**
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

117_SR_32_SR_38

Weekday, Peak AM

	N SR 38 (Southbound)			E SR 32 (Westbound)			S SR 38 (Northbound)			W SR 38 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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	

119_SR_32_Cicero_Rd

Weekday, Peak AM

	N Cicero Rd (Southbound)			E SR 32 (Westbound)			S Cicero Rd (Northbound)			W SR 32 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

122_SR_32_16th_St

Weekday, Peak AM

	N 16th St (Southbound)			E SR 32 (Westbound)			S 16th St (Northbound)			W SR 32 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

124_SR_32_19th_St

Weekday, Peak AM

	N 19th St (Southbound)			E SR 32 (Westbound)			S 19th St (Northbound)			W SR 32 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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

	N Cumberland Rd (Southbound		E Cherry St (Westbound)		W Cherry St (Eastbound)			
	Left	Right	Left	Right	Left	Right	Total	Total %
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

	N Cumberland Rd (Southbound		E Cherry St (Westbound)		W Cherry St (Eastbound)			
	Left	Right	Left	Right	Left	Right	Total	Total %
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	

129_SR_37_Cherry_St

Weekday, Peak AM

	N SR 37 (Southbound)			E Cherry St (Westbound)			S SR 37 (Northbound)			W Cherry St (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

130_SR_32_Presley_Dr

Weekday, Peak AM

	N Presley Dr (Southbound)			E SR 32 (Westbound)			S Presley Dr (Northbound)			W SR 32 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

141_Pleasant_St_Presley_Dr_Cole_Evans

Weekday, Peak AM

	North Presley (Southbound)			East Pleasant (Westbound)			South Cole (Northbound)			West Pleasant (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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	69.444444	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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

142_Pleasant_St_Mercantile_Blvd

Weekday, Peak AM

	North Mercantile (Southbound)			East Pleasant (Westbound)			South Mercantile (Northbound)			West Pleasant (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

143_Pleasant_St_SR_37

Weekday, Peak AM

	North SR 37 (Southbound)			East Pleasant (Westbound)			South SR 37 (Northbound)			West Pleasant (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

144_Pleasant_St_Clover_Rd_Noble_Creek

Weekday, Peak AM

	North Noble (Southbound)			East Pleasant (Westbound)			South Clover (Northbound)			West Pleasant (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

147_Pleasant_St_10th_St

Weekday, Peak AM

	North 10th (Southbound)			East Pleasant (Westbound)			South 10th (Northbound)			West Pleasant (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

156_169th_St_Hazel_Dell_Rd

Weekday, Peak AM

	North Hazel (Southbound)			East 169th (Westbound)			South Hazel (Northbound)			West 169th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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**	

158_Christian_Ave_10th_St

Weekday, Peak AM

	North 10th (Southbound)			East Greenfield (Westbound)			South 10th (Northbound)			West Christian (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

Weekday, Peak AM

	North Union (Southbound)		South Union (Northbound)		West Town (Eastbound)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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**	

160_SR_38_Middletown_Ave

Weekday, Peak AM

	North Middletown (Southbound)			East SR 38 (Westbound)			South Middletown (Northbound)			West SR 38 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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**	

163_SR_38_Durbin_Rd

Weekday, Peak AM

	North Durbin (Southbound)			East SR 38 (Westbound)			South Durbin (Northbound)			West SR 38 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

170_166th_St_Union_Chapel_Rd

Weekday, Peak AM

	North Union (Southbound)			East 166th (Westbound)			South Union (Northbound)			West 166th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	
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	**0.90**	

Weekday, Peak PM

	North Union (Southbound)			East 166th (Westbound)			South Union (Northbound)			West 166th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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

	orth Cumberland (Southbound		East 166th (Westbound)		outh Cumberland (Northbound			
	Left	**Thru**	**Left**	**Right**	**Thru**	**Right**	**Total**	**Total %**
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

	orth Cumberland (Southbound		East 166th (Westbound)		outh Cumberland (Northbound			
	Left	**Thru**	**Left**	**Right**	**Thru**	**Right**	**Total**	**Total %**
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)			
	Left	Right	Thru	Right	Left	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Right	Total	Total %
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_Blvd_Greenfield_Ave

Weekday, Peak AM

	North Greenfield (Southbound		west Herriman (Eastbound)		South Greenfield (Northbound			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

175_161st_St_Hazel_Dell_Rd

Weekday, Peak AM

	North Hazel (Southbound)			East 161st (Westbound)			South Hazel (Northbound)			West 161st (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	
PHF	0	0.25	0.55	0.25	0.66	0	0.54	0.25	0.44	1	0.49	0.67	**0.92**	

Weekday, Peak PM

	North Seminole (Southbound)			East 161st (Westbound)			South Seminole (Northbound)			West 161st (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

179_SR_38_Cyntheanne_Rd

Weekday, Peak AM

	North Cyntheanne (Southbound)			East SR 38 (Westbound)			South Cyntheanne (Northbound)			West SR 38 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

180_SR_38_Atlantic_Rd

Weekday, Peak AM

	North Atlantic (Southbound)			East SR 38 (Westbound)			South Atlantic (Northbound)			West SR 38 (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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)			
	Thru	Right	Left	Right	Left	Thru	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

184_156th_St_Summer_Rd

Weekday, Peak AM

	North Summer (Southbound)			East 156th (Westbound)			South Summer (Northbound)			West 156th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

185_Greenfield_Ave_Promise_Rd

Weekday, Peak AM

	North Promise (Southbound)			East Greenfield (Westbound)			South Promise (Northbound)			West Greenfield (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

188_Greenfield_Ave_Cumberland_Rd

Weekday, Peak AM

	North Cumberland (Southbound)			East Greenfield (Westbound)			South Cumberland (Northbound)			West Greenfield (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)			
	Thru	Right	Left	Thru	Left	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

194_Greenfield_Ave_Summer_Rd

Weekday, Peak AM

	North Summer (Southbound)			East Greenfield (Westbound)			South Summer (Northbound)			West Greenfield (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

195_146th_St_Atlantic_Rd

Weekday, Peak AM

	North Atlantic (Southbound)			East 146th (Westbound)			South Atlantic (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

196_146th_St_Cyntheanne_Rd

Weekday, Peak AM

	North Cyntheanne (Southbound)			East 146th (Westbound)			South Cyntheanne (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

Weekday, Peak AM

	North Prairie (Southbound)			East 146th (Westbound)			South Prairie (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

199_146th_St_Cumberland_Rd

Weekday, Peak AM

	North Cumberland (Southbound)			East 146th (Westbound)			South Cumberland (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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	**0.88**	

Weekday, Peak PM

	North Cumberland (Southbound)			East 146th (Westbound)			South Cumberland (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

201_146th_St_Herriman_Blvd

Weekday, Peak AM

	North Herriman (Southbound)			East 146th (Westbound)			South Herriman (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

202_146th_St_Allisonville_Rd

Weekday, Peak AM

	North Allisonville (Southbound)			East 146th (Westbound)			South Allisonville (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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

	North Cherry (Southbound)			East 146th (Westbound)			South Cherry (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

205_Edenshall_Ln_Hazel_Dell_Rd

Weekday, Peak AM

	North Hazel (Southbound)			East Edenshall (Westbound)			South Hazel (Northbound)			West Edenshall (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

206_146th_St_Hazel_Dell_Rd

Weekday, Peak AM

	North Hazel (Southbound)			East 146th (Westbound)			South Hazel (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

208_146th_St_Howe_Rd

Weekday, Peak AM

	North Howe (Southbound)			East 146th (Westbound)			South Howe (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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

	North Howe (Southbound)			East 141st (Westbound)			South Howe (Northbound)			West 141st (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	
PHF	0.75	0.79	0.6	0.78	0.58	0.53	0.54	0.82	0	0.94	0.63	0.52	**0.90**	

Weekday, Peak PM

	North Promise (Southbound)			East 141st (Westbound)			South Promise (Northbound)			West 141st (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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	

212_Campus_Pkwy_Marilyn_Rd

Weekday, Peak AM

	North Marilyn (Southbound)			East Campus (Westbound)			South Marilyn (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

213_Greenfield_Ave_Boden_Rd

Weekday, Peak AM

	North Boden (Southbound)			East 146th (Westbound)			South Boden (Northbound)			West Greenfield Ave (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

Weekday, Peak AM

	East 146th (Westbound)		South Bergen (Northbound)		West 146th (Eastbound)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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

	North Olio (Southbound)			East 146th (Westbound)			South Olio (Northbound)			West 146th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

216_Campus_Pkwy_Boden_Rd

Weekday, Peak AM

	North Boden (Southbound)			East Campus (Westbound)			South Boden (Northbound)			West Campus (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

223_141st_St_Brooks_School_Rd

Weekday, Peak AM

	North Brooks (Southbound)			East 141st (Westbound)			South Brooks (Northbound)			West 141st (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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**	

227_136th_St_Brooks_School_Rd

Weekday, Peak AM

	North Brooks (Southbound)			East 136th (Westbound)			South Brooks (Northbound)			West 136th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	

229_156th_St_Prairie_Baptist_Rd

Weekday, Peak AM

	North Prairie (Southbound)			East 156th (Westbound)			South Prairie (Northbound)			West 156th (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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)			
	Left	Right	Thru	Right	Left	Thru	Total	Total %
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**	

232_River_Rd_Logan_St

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**	

233_Lakeview_Dr_Logan_St

Weekday, Peak AM

	Lakeview Dr (Southbound)			Logan St (Westbound)			Lakeview Dr (Northbound)			Logan St (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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**	
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	**0.87**	

Weekday, Peak PM

	Lakeview Dr (Southbound)			Logan St (Westbound)			Lakeview Dr (Northbound)			Logan St (Eastbound)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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)			
	Left	Thru	Left	Right	Thru	Right	Total	Total %
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**	

A&F ENGINEERING
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Creating Order Since 1966

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Indianapolis, IN 46240
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APPENDIX B:
ROADWAY SEGMENT TRAFFIC COUNT SUMMARY

CITY OF NOBLESVILLE

MARCH 2024

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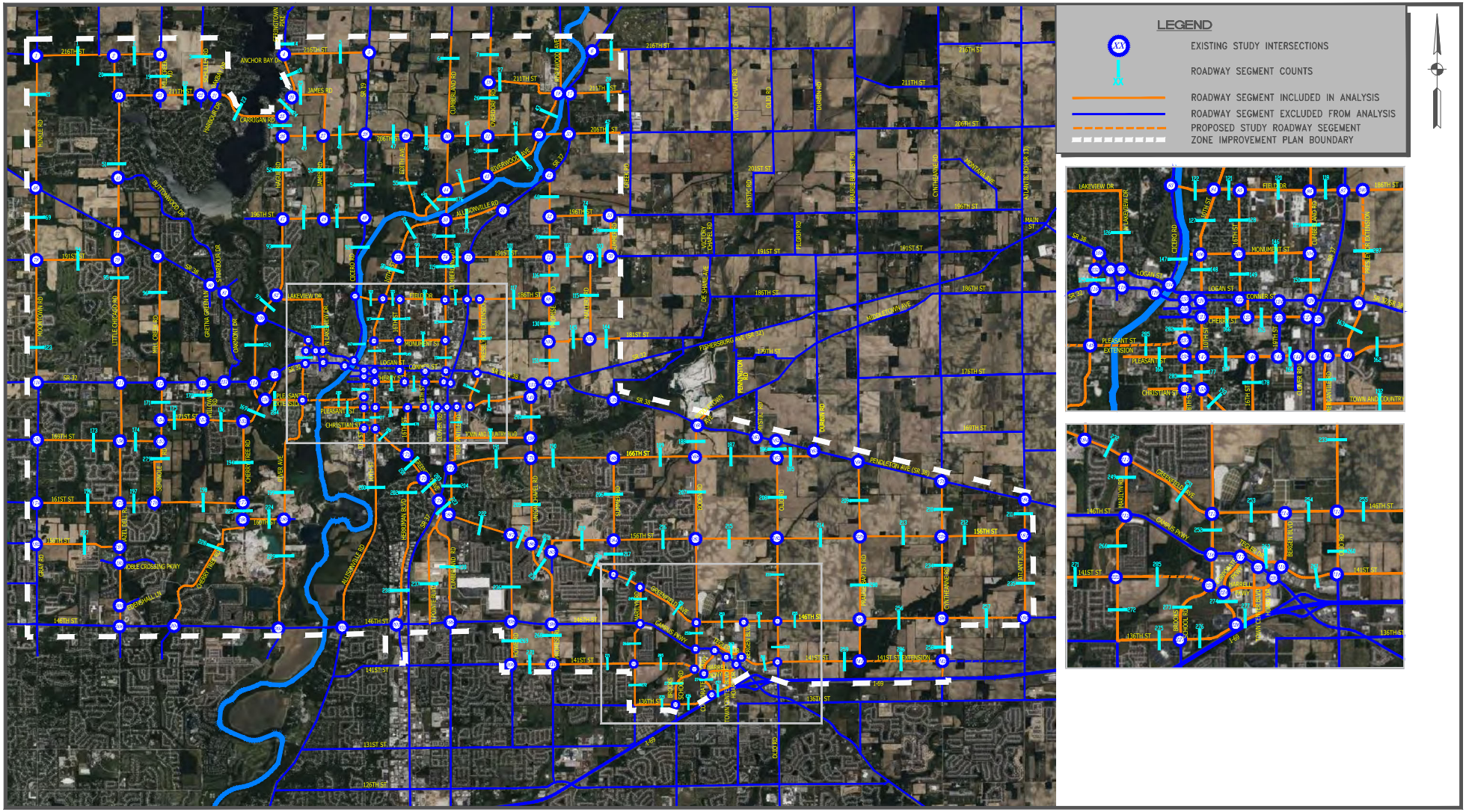
FIGURE 1: STUDY AREA ROADWAY NETWORK 1

SEGMENT ID	ROADWAY	PAGE #
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	179thSt	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



Prepared By:

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CITY OF NOBLESVILLE
ZONE IMPROVEMENT PLAN
STUDY AREA ROADWAY NETWORK

FIGURE 1

Z:\2023\230775-City of Noblesville, Road Impact Fee Update, Noblesville\DWG\230775-Impact Fee Map.dwg

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 & Olio Rd EB	1: Weekday (Tu-Th)	0: All Day (12am-12am)	3282
254	146th St BT Bergen Blvd & Olio Rd WB	1: Weekday (Tu-Th)	0: All Day (12am-12am)	2990
254	146th St BT Bergen Blvd & Olio Rd EB	1: Weekday (Tu-Th)	1: Peak AM (6am-9am)	408
254	146th St BT Bergen Blvd & Olio Rd WB	1: Weekday (Tu-Th)	1: Peak AM (6am-9am)	520
254	146th St BT Bergen Blvd & Olio Rd EB	1: Weekday (Tu-Th)	2: Peak PM (3pm-7pm)	1285
254	146th St BT Bergen Blvd & Olio Rd WB	1: Weekday (Tu-Th)	2: Peak PM (3pm-7pm)	926
255	146th St BT Olio Rd & Prairie Baptist Rd EB	1: Weekday (Tu-Th)	0: All Day (12am-12am)	869
255	146th St BT Olio Rd & Prairie Baptist Rd WB	1: Weekday (Tu-Th)	0: All Day (12am-12am)	683
255	146th St BT Olio Rd & Prairie Baptist Rd EB	1: Weekday (Tu-Th)	1: Peak AM (6am-9am)	66
255	146th St BT Olio Rd & Prairie Baptist Rd WB	1: Weekday (Tu-Th)	1: Peak AM (6am-9am)	155
255	146th St BT Olio Rd & Prairie Baptist Rd EB	1: Weekday (Tu-Th)	2: Peak PM (3pm-7pm)	388
255	146th St BT Olio 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 Olio 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 Olio 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 Olio 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 (StL 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 EB	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

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APPENDIX C:
INTERSECTION CAPACITY OUTPUT SHEET

CITY OF NOBLESVILLE

MARCH 2024

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229	156th St & Prairie Baptist Rd	820
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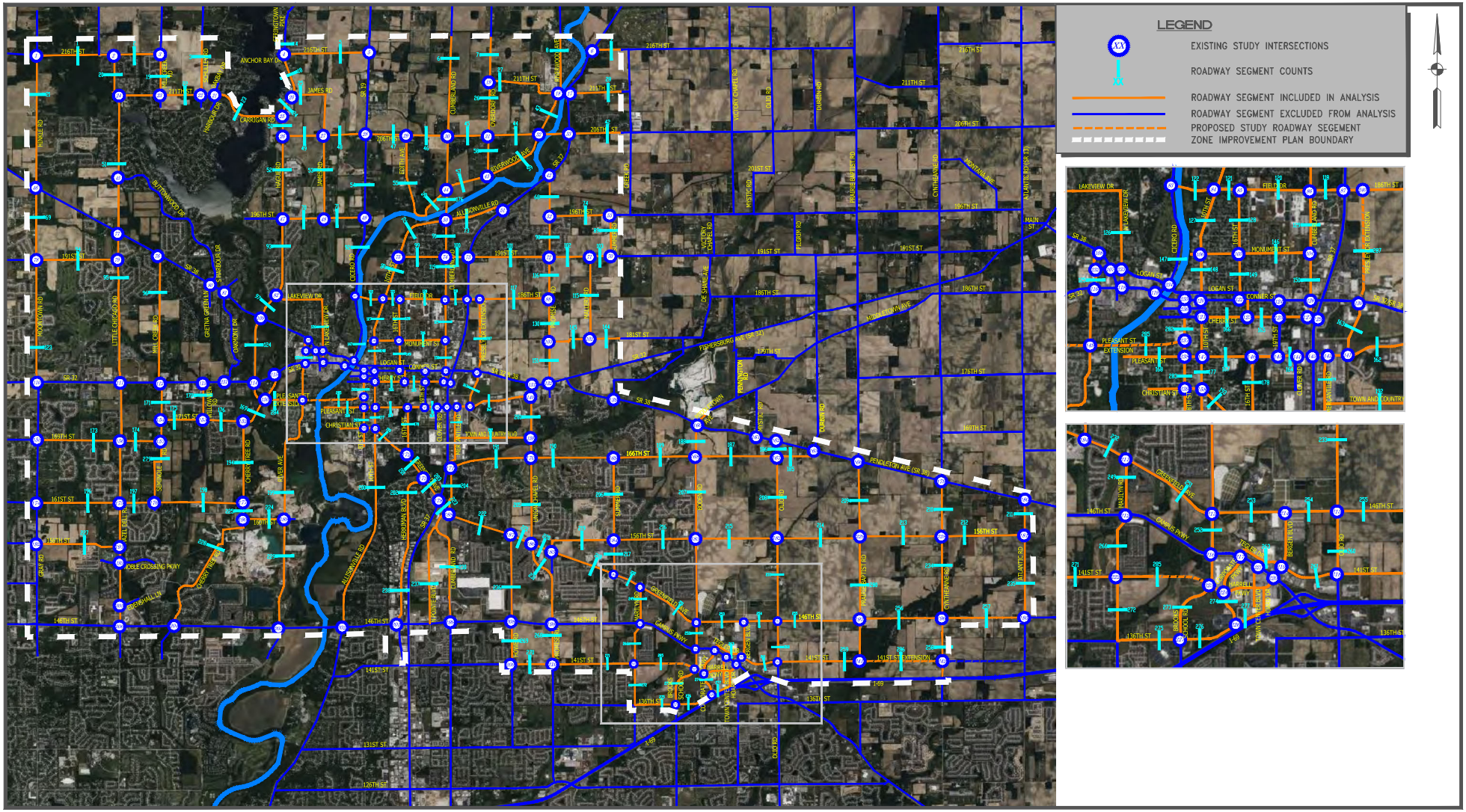

Prepared By:

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CITY OF NOBLESVILLE
ZONE IMPROVEMENT PLAN
STUDY AREA ROADWAY NETWORK

FIGURE 1

Z:\2023\230775-City of Noblesville, Road Impact Fee Update, Noblesville\DWG\230775-Impact Fee Map.dwg

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	-

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	-

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	-	-

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	-	-

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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	-	-

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	EBLn1	WBLn1	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	EBLn1	WBLn1	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	0	267	0
Stage 1	267	-	-	-	-	-
Stage 2	718	-	-	-	-	-
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	769	-	-	1291	-
Stage 1	775	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	769	-	-	1291	-
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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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	NBR	WBLn1	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

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

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

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

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

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	0	938	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	750	-
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	-	-	1380	-	292	851
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	216	851
Mov Cap-2 Maneuver	-	-	-	-	216	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	344	-

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	-

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	-

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	NBR	WBLn1	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	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	356	1008	-
HCM Lane V/C Ratio	-	-	1.221	0.304	-
HCM Control Delay (s)	-	-	154.6	10.1	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	18.6	1.3	-

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

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.6
HCM 6th LOS	A

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	NBR	WBLn1	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	-